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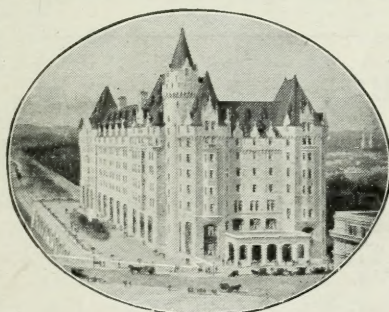
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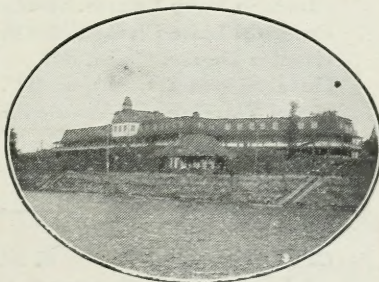
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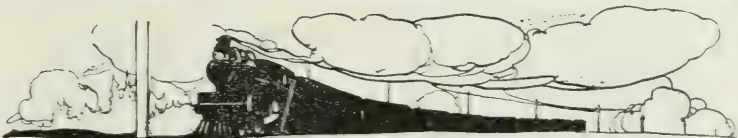
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Preface.

THE ALL-ROUND ROUTE AND PANORAMIC GUIDE of the St. Lawrence now scarcely needs an introduction to the travelling public with whom it has enjoyed such pleasant relations for over fifty years.

But to the large number that will this year join the army of tourists who will invade the great inland waters of Canada and the resorts of the Northern States, we will just say that in presenting our fifty-first annual edition we are gratified and encouraged by the many expressions of praise and appreciation that greeted the last edition—hitherto the best in the history of the publication.

New routes and illustrations have been added, the text has been revised and improved, and brought entirely up to date, and the workmanship and material used are still the best that can be procured.

The current Guide will, it is not too presumptuous to believe, like its predecessors, be an interesting and valuable travelling companion, and in after years its pages, ever recalling pleasant memories of the most delightful trips the continent affords, will be treasured not only for its literary merit, but as an interesting souvenir of the glorious tour through the great inland waters of Canada and the Northern States which they describe.

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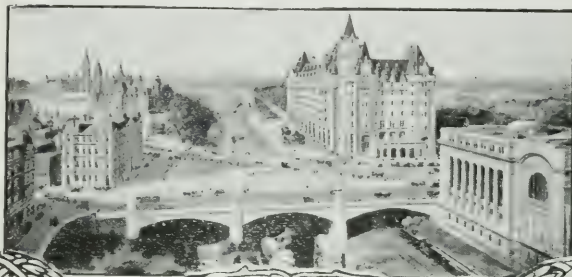
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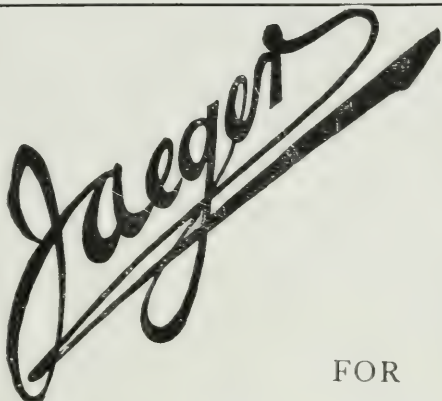
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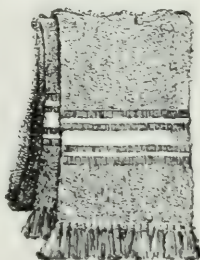
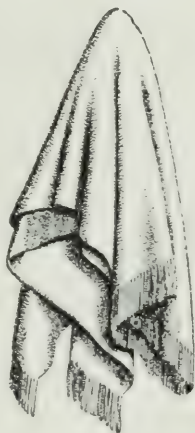
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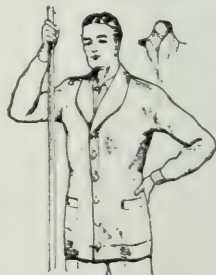
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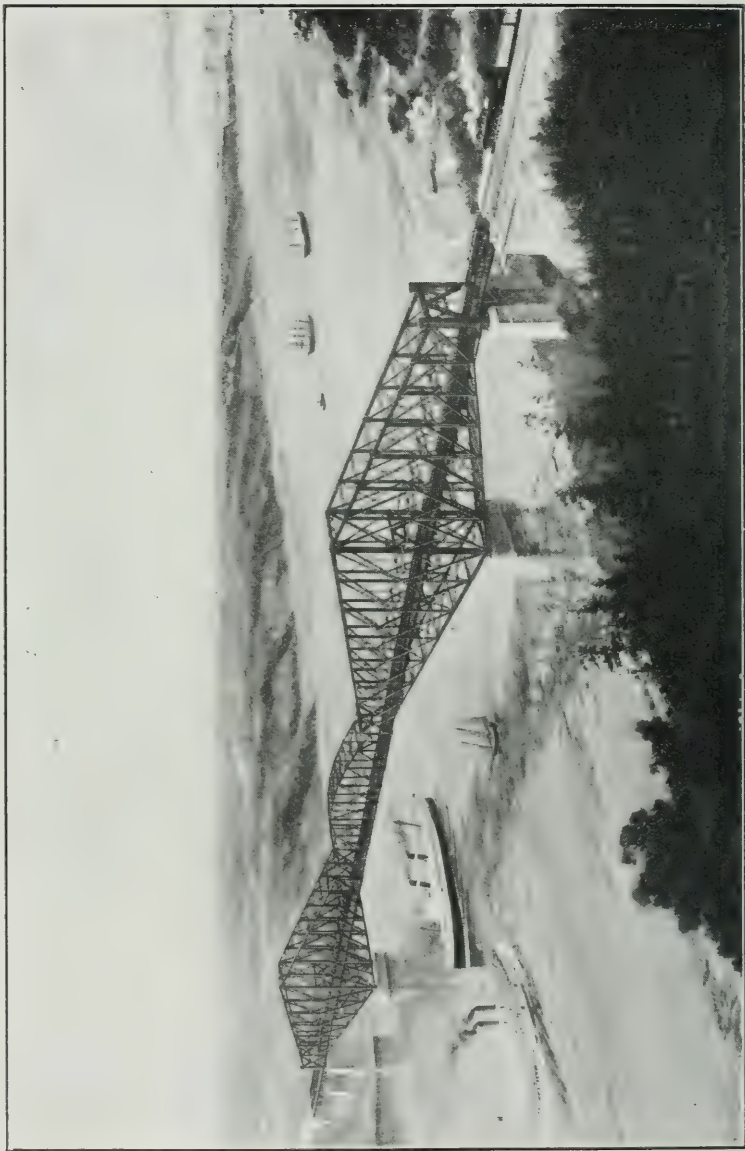
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NIAGARA FALLS

The natural trend of travel to the St. Lawrence emanates from Niagara Falls, whether the tourist be a resident of New York, Boston, Philadelphia, Chicago, St. Louis, San Francisco, or other Eastern or Western cities ; Niagara is an objective distributing point for tourist travel, and more



PANORAMIC VIEW OF THE FALLS

THE CLIFTON

especially so with Europeans and foreigners ; all railroads granting (without extra charge) stop-over privileges at Niagara Falls. One will find a more cosmopolitan tourist population at Niagara Falls than elsewhere in America.

The Clifton, located on Canadian side at Niagara Falls, recently completed at a cost of over half-a-million dollars, fulfills every requirement in a modern up-to-



THE CLIFTON—FROM THE PARK

date hospitality. No effort or expense has been spared in perfecting its appointments and supplying every comfort and convenience that can be desired. The location, on a

gentle slope, adjoining and overlooking Queen Victoria Park, at Victoria Point (ever a favorite vantage ground of observation for tourists), is unsurpassed, and from its broad piazzas, balconies, and windows an unobstructed sweeping *panoramic view* may be had of both the American and Horse-shoe Falls and the Niagara Gorge. A clear comprehension of what this really means to the visitor may be had from the illustration on the preceding page. The unusual advantage of being enabled to enjoy this wonderful sight with its ever-changing conditions, amid these comfortable surroundings, is not to be overestimated and must be appreciated.

The hotel is most artistically and harmoniously decorated throughout, and fitted with every approved modern appliance for safety and comfort. The Rotunda, which is the first impression one gets on entering, is very spacious and attractive, imparting to the arriving guest at once a sense of ease and contentment. The Parlors and Writing Rooms are furnished in faultless taste and replete with every convenience. The commodious Dining Room, in colonial style, has a seating capacity of six hundred, and the excellence of the cuisine is remarkable, and quite consistent

with the character and reputation of the hotel. For special parties there are a number of Private Dining and charming Tea Rooms, as well as attractive Cafés.

For divertisement, a beautiful Ball Room (one of the most effective of the interiors), with stage, dressing rooms, etc., has been provided, also a well-equipped Billiard Room.

The Bed Rooms, which are large and airy, are single or *en suite*, with or without private bath, as desired, heated



MAIN ENTRANCE, THE CLIFTON

with electric radiators, telephones, roomy clothes closets, and every modern appliance to add to the guests' comfort.

Long distance telephone, telegraph, and cable offices are located in rotunda of the hotel.

For the benefit of the motor-car enthusiast a well-equipped "garage" is operated in connection with the hotel.

An artesian well, 100 feet deep, especially bored for the hotel, furnishes an abundance of pure, sparkling water. Ice is made from this water by the Hotel's own refrigerating plant.



PIAZZA FACING FALLS

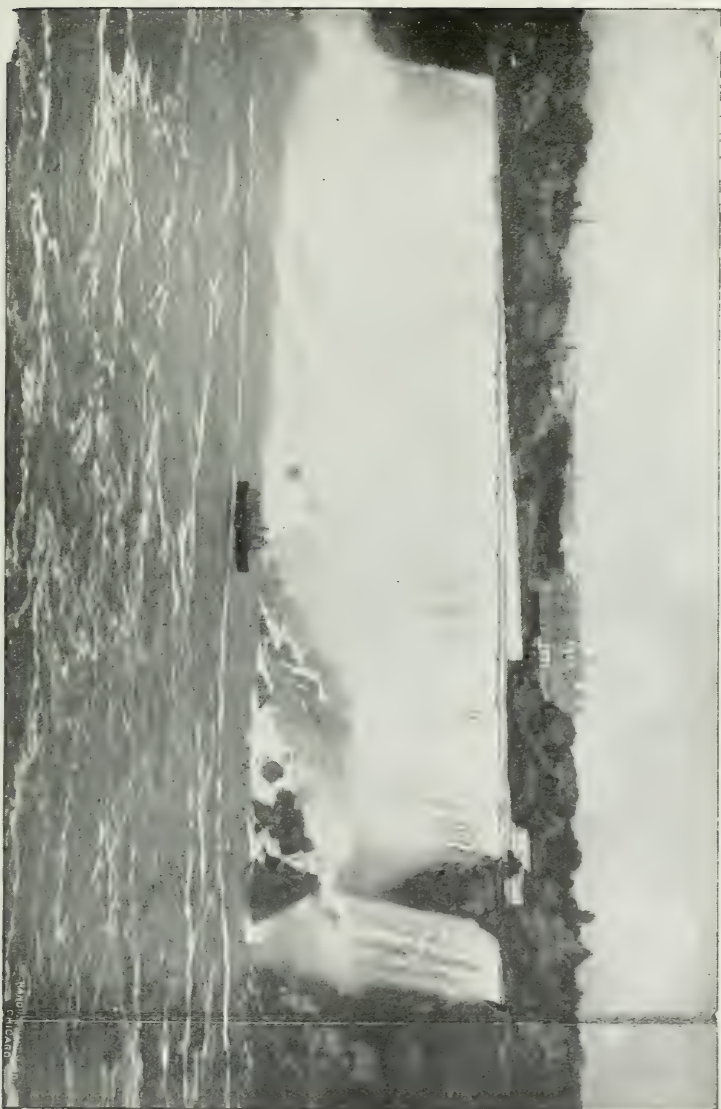
In short, in The Clifton, Niagara Falls now has a satisfying hotel in every respect, and nothing has been overlooked for the welfare and enjoyment of its guests.

This hotel has erected an "Inn" on its premises for the accommodation of guests between October and May when the larger hotel is closed. Tourists will appreciate this when coming to view the wonderful winter scenery at Niagara Falls.

Of all the specimens of Nature's handiwork on this continent, the Falls of Niagara are the grandest. At all seasons and under all circumstances, under all the varying effects of sunlight, or moonlight, or the dazzling glare of electric illumination, the scene is always sublime. The whirling floods, the ceaseless monotone of the thunderous roar, the vast clouds of spray and mist that catch in their depths the dancing sunbeams and transform them into hues of a thousand rainbows, seem striving to outvie each other in the tribute of homage to the mighty "Thunderer of Waters."

The Niagara River, extending from Lake Erie to Lake Ontario, a distance of thirty miles, has a total fall of 334 feet; the greater part of the descent is confined to a distance of

AMERICAN FALLS AS SEEN FROM CANADIAN SIDE.



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seven or eight miles, within which space are the grandest Rapids and Falls in the world. The rapids are so strong two miles above the Falls as to entirely prevent navigation.

The Falls of Niagara are justly classed among the wonders of the world. They are the pride of America, and their grandeur, magnitude and magnificence are familiar to all the civilized world. Ever since the discovery of this wonderful cataract, hundreds of thousands have flocked thither from all countries, to gaze with feelings of the deepest solemnity on the tumultuous flood of water, and to adore the power and majesty of the Almighty, as there exhibited and realized, amid the sublime scenery of this stupendous water-fall.

Over this great cataract has been pouring ceaselessly through the centuries of the past, with the deafening roar of a thousand thunders, a torrent of water over three-fourths of a mile wide and 200 feet in depth, or an aggregate, it is calculated, of a hundred million tons per hour. No wonder that to this grandest of natural shrines, the untutored aborigines were wont to come yearly and worship the Great Spirit, and propitiate him by the sacrifice of an Indian maiden, sent down on the current in a flower-laden canoe to her death in the terrible vortex; no wonder that they led thither the first missionaries who penetrated these wilds, and pointed in speechless awe to the mighty cataract; and no wonder that in these latter days thousands of tourists from every part of this continent and Europe annually make this spot their destination, and stand gazing in mute surprise, as did the savage and the priest before them, at this peerless marvel of Nature.

Father Hennepin, the French Jesuit missionary, was the first white man to see the Falls of Niagara, when on an expedition of discovery in the year 1678, over two hundred

years ago, and the first description of them was published by him in 1683.

In the following pages we shall attempt to guide the traveller to the various points, whence the finest views of the Falls and the scenery surrounding them, may be obtained, and thereafter conduct him to the spots of peculiar interest in the neighborhood.

The points of interest to be visited, besides the great Fall itself, and the National Park surrounding it on both sides of the river, are, The Rapids above the Falls, and the old town of Chippewa ; the ground where the memorable battle of Lundy's Lane was fought ; the Whirlpool below the Falls, and the Rapids on both sides of the River ; the Steel Arch bridges ; the Gorge to Lewiston, 7 miles in length ; and the Lower Niagara River, from Lewiston to Lake Ontario, 14 miles distant—on the American side ; the Gorge to Queenston and to Queenston Heights ; General Brock's Monument ; and the Lower River to Lake Ontario, Niagara-on-the-Lake—on the Canadian side.

General opinion is much divided as to which side of the Falls affords the greater attractions, many travellers asserting that the American side has superior charms, as the Rapids and Goat Island are to be reached from that side only ; whilst others take the broader view of the question—that the minor attractions ought to give place to the Falls, and that the only place to obtain an uninterrupted view of the two mighty cataracts is from the Canadian side.

The city of Niagara Falls, on the American side, lies on the east bank of the river, in the immediate vicinity of the grand cataract, 22 miles by rail from the city of Buffalo on Lake Erie, and 300 by rail from Albany. This is a fashionable place of resort during summer and autumn, and a most

pleasant resting-place for those who intend to sojourn for a time within sound of the Falls.

Before leaving the Falls tourists usually wish to obtain some memento of their visit. We may mention that their taste in this respect may be amply gratified at

TUGBY'S

where photographs, curiosities and interesting souvenirs of endless variety may be procured. Mr. Tugby is located on the Main street a short distance from Prospect Park on the American side, and he makes a specialty of articles manufactured from the rock of the Falls.

It is scarcely necessary to say that days of sojourn at the Falls are desirable to see them in all their varying aspects, and become fully impressed with their beauty and grandeur, underrated by those who only make a flying visit. But a short time since, Niagara Falls had gained an unenviable notoriety for the tax—if not indeed to be termed extortion—which was levied upon every visitor for the privilege of obtaining access to any point from which the Falls could be viewed.

Particularly was this the case on the American side; but now all that has been changed, and "Free Niagara" invites the whole world to come and view its beauties, as the greatest wonder of Nature on this continent.

To see the Falls thoroughly formerly cost over \$5 for admissions; but now the whole is thrown open *free*, excepting, of course, such extras as passing under the Falls, crossing the Ferry, taking the Inclined Railway, or going over the new Arch Bridge. A visitor can conveniently reach the whole on foot, or take a carriage for the purpose, without any additional expense, further than a charge of 10 cts. for

crossing the bridge to the Canadian side on foot, and from 25 cts. to 50 cts. in a carriage.

The movement for the preservation of the scenery of the Falls of Niagara originated with the State of New York in the year 1869. On the 30th of April, 1883, the State Legislature passed an Act entitled: "An Act to authorize the selection, location and appropriation of certain lands in the Village of Niagara Falls for a State Reservation, and to preserve the scenery of Niagara Falls." On April 30th, 1883, the establishment of the Reservation was provided for by the passage of an Act, entitled: "An Act to provide for the payment of the awards for the lands selected and located by the Commissioners of the State Reservation at Niagara."

The sum of \$1,433,000 was devoted to the purchase of lands, etc., and a tract of 107 acres was made a Reservation, which was declared formally open to the public on the 15th of July, 1885.

The area expropriated by the American Government includes Goat Island and adjacent smaller islands, with what is known as Prospect Park, and a strip of land on the mainland. By this noble act, which received official *imprimatur* at the hands of Grover Cleveland, then Governor of the State of New York, afterwards twice elected President of the Union, the freedom of the Falls in the United States territory was effected by the removal of all charges, while the simplicity and grace of the many lovely spots surrounding the great cataract were restored by the removal of many of the unsightly buildings and eyesores which overspread them. In viewing the scenery of the Falls of Niagara from the American side, the visitor should take in what is called the Grove, on the mainland, then the Islands—followed by the points of view on the River Road, and the places of interest not included in the Reservation. The Grove comprises the ground of the

old Prospect Park Company, including what are familiarly known as the "Ferry Grove" and "Point View," purchased by the Prospect Park Company in 1872. Within the "Ferry Grove" are the Ferry Pavilion, Groves and Fountains; rarely, indeed, do Nature and Art so perfectly combine to spread before the delighted gaze so much that is wonderful, beautiful and sublime. Passing through the umbrageous grove, along the beautiful winding carriage drives, we emerge upon the Point, where thousands of visitors have been photographed, the grand scenic environment being utilized to fill in the pictures.

A solid wall of masonry guards this spot, and continues along the banks of the river to the new Arch Bridge. Standing at the angle, directly over the American Falls, so close that one might almost thrust out his hand into the roaring mass of water as it rolls seething by, we have spread before us the magnificent view of Goat Island, the Horseshoe Falls, the Steel Arch Bridge, the American Falls, with frowning rocks below, and the ferry to the Canadian side. Cool, shady walks run in all directions, through the Grove, and rustic seats in intervals invite the visitor to linger here and gaze at the magnificent scenery. In the beautiful pavilion, visitors can "trip the light fantastic toe" within sound of the roar of the great cataract. A fine restaurant is also on the grounds, where refreshments may be obtained when tired of sight-seeing. Then we may enter the ferry house and descend the Inclined Railway through a cut in the bank to the water's edge, a distance of 360 feet, to the steamboat landing at the base of the American Falls. The spiral stairs constructed here in 1825, having become shaky with age, the present novel but commodious contrivance was inaugurated. The flight of steps leading along the railway consist of 290 steps. The car is drawn up the inclined plane by water

power, an overshot wheel being turned by a stream diverted from the river for that purpose. Around a wheel eight feet in diameter, which turns in a horizontal position at the head of the railway, runs a cable two and a half inches in diameter and 300 feet in length, attached to a car at either end, and supported by pulleys placed at convenient intervals down the grade. At the foot of the stairs, turning to the left, from the base of the descending torrent, one of the most magnificent views of the Falls may be obtained, through those wonderful clouds of rising spray, refracting the sun's rays in all the glorious colors of the rainbow, and sparkling and shimmering in the light, like clouds of diamond dust. The ferry to the Canadian side is close at hand, and from this point, called "Hennepin View," the best general view of the Falls from the Grove may be had. Seating ourselves in the ferry boat we are soon dancing over the agitated waters. From the river the Falls are seen to great advantage. Formerly the shades of night brought the pleasures of the day to a close, but science and enterprise have lengthened the hours of enjoyment for us. Electric lights pour their brilliant rays upon the scene, infusing the spray clouds with gorgeous rainbow tints, and illuminating the rolling waters with a brilliancy beyond description. The Canadian side stands out clear and distinct, and the whole scene is wonderfully beautiful, weird and sublime.

There is a fascination about this mighty cataract which seems to chain us to this spot; and when we seek to leave it, draws us irresistibly back again. Even in describing it, however inadequately the task may be accomplished, we are loath to lay down the pen and tear ourselves away. The Almighty has invested Niagara with a power that none can resist; and they who gaze upon it for the first time, have a new era in their existence opened up, new thoughts and

impressions stamped indelibly upon their minds, which haunt them in after years, and linger in their memories till time is swallowed in eternity.

It should be explained that the larger cataract, stretching from shore to shore, is the Canadian or Horseshoe Fall, whilst the smaller one is the American. The dimensions of the Falls must necessarily be a matter of computation, and they are estimated as follows :—

The American Fall, 560 feet wide with a drop of 163 feet ; the Central Fall, 243 feet wide, with a drop of 163 feet, and the Canadian Fall, 2000 feet, following the contour, with a drop of 154 feet ; and it is stated by Professor Lyell that fifteen millions of cubic feet of water pass over this fall every minute.

The traveller, in his first visit to the Falls, is impressed with a sense of inexpressible amazement. His emotions are not unlike those of the votary of necromancy, who, when once within the magic circle, trembles under the influence of the enchanter, even before he confronts the wizard himself.

HORSESHOE FALLS.

Who can forget his first view of this grand and stupendous spectacle ? The roaring is so tremendous that it would seem that if all the lions that have ever lived since the days of Daniel, could join their voices in one "Hallelujah" chorus, they would produce but a whisper, in comparison with the deep diapason of this most majestic of all Nature's pipes or organs. The roar created by the Falls can be heard, under favorable conditions, at a distance of 15 miles.

The bridge which connects the mainland with Goat Island is eagerly passed, and we explore the whole of this curious crag, which is rightly named, for it is found fantastic enough to suggest that goats only could find a comfortable



THE HORSESHOE FALLS, FROM GOAT ISLAND.

footing. The sublimity of the scene increases at every step ; but when we come upon the mighty Cataract, we gaze in speechless wonder, and words fail in describing the grandeur of this scene and the emotion which it excites ; neither can the pencil, any more than the pen, do it justice. The silent and still picture lacks the motion and the sound of that stupendous rush of waters. It is impossible to portray the ever-rising column of spray that spires upwards from the foaming gulf below, or the prismatic glory that crowns it ; for there indeed has God forever "set His bow" in the cloud, and cold must be the heart that in such a scene remembers not His covenant.

THE ISLANDS.

BATH ISLAND.

between the mainland and Goat Island, affords a view of the Rapids, the smaller islands and the brink of the American Fall.

GOAT ISLAND,

separating the American and the Horseshoe Falls, is the largest island in the group, and is covered by a forest primeval. It comprises the greatest part of the territory of the Reservation and on account of its surpassing interest, ample time should be taken in visiting it. From the road as you pass to the Island, and to the right, a carriage-way and footpath lead to Stedman's Bluff, a point overlooking the American Fall and the River Gorge ; a stairway and bridge connect Stedman's Bluff and Luna Island at the brink of the American Fall.

LUNA ISLAND.

Luna Island is beautifully placed just in the very curve of the American Falls. This island, as it appears in its summer,

as well as its winter dress, is graphically described in "Picturesque America," from which we quote as follows: "It is pleasant enough in summer, for it has evergreens, trees and bushes, grasses and wild flowers in abundance, the atmosphere of spray by which it is surrounded being apparently favorable to vegetation. At night, when there is a moon, a fine lunar bow is visible from the bridge that connects it with Goat Island, and hence its name. But the great glory of Luna Island is in the winter, when all the vegetation is encrusted with frozen spray. The grasses are no longer massed in tufts, but each particular blade is sheathed in a scabbard of diamonds, and flashes radiance at every motion of the wind. Every tree, according to its foliage, receives the frozen masses differently; in some, especially evergreens, with pinnatifid leaves, each separate needle is covered with a fine coating of dazzling white. In others, where the boughs and branches are bare, the spray lodges upon the twigs and gives to the eye cubes of ice that greatly resemble the uncouth joints of the cactus. In some evergreens the spray, being rejected by the oleaginous vegetation forms in apple-like balls at the extremities of the twigs and nooks of the branches. Those close to the verge of the falls are loaded so completely with dazzling heaps of collected frozen spray that the branches often give way, and the whole glittering heap comes flashing down in crumbling ruin. On the ground the spray falls in granular circular drops of opaque white; but, wherever there is a stone or boulder, ice is massed about it in a thousand varying shapes. Let us peep down from the verge, and, regardless of the smoke of the waterfall, give our attention solely to the ice. It stretches in great columns from the top to the bottom of the falls, and a colonnade is formed, such as one reads of in the fantastic stories of the East, where alabaster and marble, jade and porphyry

are carried to the skies in the tremendous palaces of pre-Adamite kings. The frozen spray descending upon these covers them with a delicate tracery of flowers and ferns, and even of resemblance to human heads, which is a beautiful and strange sight.

“In winter time we may not descend on the American side ; but if we might, surely we should discern the most wondrous ice configurations along the verge of the pathway. The descent can be made at this time under the Table Rock, and the visitor passes from the stairway into a defile of the kind that Dante dreamed of in his frozen Bolgia. Along the side of the rock walls are rows of stalactites, about the size of the human body, to which all of them bear a quaint resemblance. Upon the other side, massed along the verge of the bank, are ice heaps that mount up fifty feet into the troubled air, some of them partially columnar in shape, but the majority looking like coils of enormous serpents that have been changed by the rod of the enchanter into sullen ice.

“It must be remembered that if winter gives much, it also takes away much. If it covers the trees and the grass with diamonds, and heaps up ice serpents, and builds colonnades and spires and obelisks, it takes away a great part of the volume of the water, for the thousand rills that feed the great lakes have been rent from the hills by the fierce hand of the frost giant, and clank around his waist as a girdle. Those who love color and light and majesty of sound will do well to come in the summer ; those who like the strange, the fantastic, and the fearful must come in the winter. But the true lover of the picturesque in nature will come at both times. Each has its special charms ; each has something which the other lacks, but in both are pictures of transcendent beauty.”

THE CAVE OF THE WINDS

is under the Central Fall, between Goat and Luna Islands. It is reached by descending the Biddle Stairs, on the face of the cliff, between the American and the Horseshoe Falls. A suitable building has been erected for the accommodation of those who wish to experience passing under the Falls. Oilskin dresses, clean and dry, are supplied, and for a small fee an experienced guide will accompany parties under the great sheet of water, and describe fully the locality, not forgetting the incidents connected with it. The scene within the Cave is one of inconceivable grandeur. Conversation is impossible, the mighty cavern asserting its right to be alone heard, as its thunders reverberate in every direction.

Visitors to the Cave pass behind the Central Fall, and returning upon the bridge in front obtain the nearest view of the American Fall.

On the bank above, the path follows the edge of the cliff to Porter's Bluff, overlooking the Horseshoe Falls, the Canadian Rapids and the Gorge below the Falls. From the bluff a stairway and bridge lead to Terrapin Rock, a point upon the brink of the Horseshoe Falls, affording the best general view of the Falls from the Islands.

From Porter's Bluff, the carriage road and walk overlooking the Canadian Rapids lead to

THE THREE SISTERS ISLANDS,

three small islands lying side by side near the head of Goat Island, connected with Goat Island and with one another by bridges spanning small cascades.

These islands afford the best views of the Canadian Rapids. The cascade extends from the head of the third and the most remote of them to the Canadian shore. This latter

is the island from which Mr. Joel R. Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sun-down for Chippewa (a village three miles up the river on the Canadian side), had the misfortune to break one of his oars in the midst of the river. The current caught his boat and bore it rapidly toward the Falls. As his only hope of safety, he steered with the remaining oar for the head of Goat Island, but failing to strike that he was bearing swiftly past this little island, when knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of the island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

The first of the sisterhood, or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing place of Francis Abbott, the hermit of Niagara.

THE THREE SISTERS BRIDGES.

These costly and substantial structures are built over the trinity of channels which separate the Three Sisters from each other and from Goat Island, presenting new grand views of the Rapids and Falls, unequalled from any other point. These three bridges being slightly convex, combine strength and beauty. Their ends are fastened into the solid rock. Two rods two inches in diameter pass under each bridge, and are also fastened into the rock at either end. A fourth island, or sister, was discovered while the bridges were being built; to it a bridge has also been thrown. From the head of the third sister may be seen one continuous Cascade or Fall, extend-

ing as far as the eye can reach, from Goat Island across to the Canadian shore, varying from ten to twenty feet in height. From this miniature Niagara rises a spray similar to that of the great Falls. The Rapids here descend fifty-five feet in three-quarters of a mile, and they are one of the prominent features of Niagara.

Viewed from the bridge, they look like "a battle-charge of tempestuous waves, animated and infuriated, against the sky."

For ages before Hennepin's visit opened up this sublime manifestation of nature to civilized man, and for more than two centuries since, the mighty river has continued to flow in "floods so grand and inexhaustible" as to be utterly unconscious of the loss of the hundred millions of tons which they pour every hour over the stupendous precipice.

From the Three Sisters Islands, the carriage road and walk continue to the head of Goat Island, where the waters divide, one portion going over the American Fall, and the other over the Horseshoe Falls.

From this parting of the waters a view of the upper Niagara River is obtained, including both banks of the stream and the islands around.

From the head of Goat Island, the road and walk follow the margin, completing the circuit of the Island at the point of entrance, from which there is a midway road to the Canadian Rapids, and a footpath through the woods to the Horseshoe Falls, and another foot-path to Three Sisters Islands.

POINTS OF VIEW ON THE RIVER ROAD.

On the Mainland, the River Road, commanding views of the Rapids, the Islands, and the Canadian shore, extends up the stream along the river bank to the Old French Landing, at the eastern boundary of the Reservation.

From this road many historical points on the Niagara frontier are visible. At the mouth of the Cayuga Creek, five miles above the Falls on the American side, Robert Cavalier de La Salle, in 1679, built and launched the "Griffon," the first vessel that sailed the upper lakes. Further down at the Old French Landing, within the Reservation, La Salle and the missionary, Louis Hennepin, embarked after the portage of their canoe from Lewiston, a point on the river seven miles below the Falls. The landing place was used by the early French and British traders, and before their coming, by the Indians of the Neutral Nation and their successors, the Senecas. The wooded shores of Navy and Buckhorn Islands, noted for occurrences in the French and British wars, are visible. About a mile above the Falls is the site of the French Fort du Portage, destroyed by Joncaire before his retreat in 1759. The chimney of the barracks, built in 1750, is yet standing, and the outlines of Fort Schlosser, built by the British in 1761, are discernible. December 29th, 1837, during the "Patriot Rebellion," the steamer "Caroline" was seized at Schlosser Landing, about two miles above the Falls, towed out into the river, set on fire, and allowed to drift with the current over the cataract. Further down upon the river bank, within the Reservation, where the bluff terminates near Mill Street, is the site of the saw mill erected by De Peyster, a British officer, in 1767, and used for preparing timber for stockades along the river. Immediately below are the sites of the Stedman and Porter mills, the first structures of the kind erected on the western frontier.

THE NEW STEEL ARCH BRIDGE

one-eighth of a mile below the American Fall, was opened Sept. 24, 1897, replacing what was known as the "New Suspension Bridge," which has been taken down and transferred

seven miles down the river, to connect Lewiston, N.Y., with Queenston, Ont., and occupies the site of the original Suspension Bridge, which was destroyed by a storm in 1864.

This New Steel Arch Bridge the second to span the Niagara River, practically connects the two great free parks at Niagara, the New York state reservation on one side, and Queen Victoria Niagara Falls Park on the other. The length of the main span is 868 ft., and it will be connected to the cliffs by a span of 190 ft. long on the American side, and one of 210 ft. on the Canadian side, making a total length of 1,268 ft.; about 4,000,000 lbs. of steel was used in its construction. The bridge has accommodation for electric cars, carriages and foot passengers.

The view from the center of it is exceedingly fine; suspended in mid-air and in full view of both the American and Horseshoe Falls, with the river above and below, and its beautiful banks from 150 to 250 feet perpendicular, a scene of unsurpassed beauty and grandeur is spread before the entranced beholder.

The Railway Suspension Bridge, which spanned the river two miles below the Falls, was universally admitted to be a wonderful triumph of engineering skill. As the name implies, it was constructed on the suspension system. The two towers which supported the entire structure, which was in one span of 825 ft., were about 70 feet high, and built on and into the solid rock, the height from rail to water being 258 feet; the bridge was supported by four cables, each composed of 8,000 wires, and measuring $9\frac{1}{2}$ inches in diameter, the aggregate length of wire employed being more than 4,000 miles, whilst the entire weight of the bridge was 12,400 tons. Its cost was half a million of dollars.

THE GRAND TRUNK RAILWAY STEEL ARCH BRIDGE

has superseded the old Suspension Bridge and occupies the exact spot. This was done without interruption of traffic and must be regarded as a remarkable achievement of engineering skill. The bridge is a single steel arch of 550 feet in length, supplemented by a trussed span, at either end, of 115 feet. This, with the approaches, makes the total length of the bridge, slightly over 1,100 feet. The railway tracks are 252 feet above the water. The bridge has two decks, the upper for railway purposes exclusively and the lower for carriage and pedestrian traffic. The sustaining capacity of the bridge is somewhat over six times that of the historic Suspension Bridge which it replaces.

A stone's throw from this bridge is the

CANTILEVER BRIDGE,

owned by the Michigan Central Railway. It is interesting from an engineering standpoint, as being one of the first bridges of this description ever erected. Work was commenced on it April 15th, 1883, and the whole structure was completed the following December. The total length of the bridge is nine hundred and ten feet, and height of rail above water, two hundred and forty five feet. A short drive on the American side brings us to the

WHIRPOOL RAPIDS,

which leap along exultingly until they are arrested about one hundred rods below the new Steel Arch Bridge which has replaced the Railway Suspension Bridge, by the Whirlpool, one of the finest and most interesting spots about Niagara Falls. This delightful spot is visited by many thousands of people annually. It is a magnificent sight. The river here turns

abruptly to the right, forming an elbow; in its rage it seems to have thrown itself against the lofty rocks which form the gorge, as if determined to find a new outlet, and round and round in that awful maelstrom the current has beaten for centuries, until there is a vast indentation of the bank; and as the waters rush against the opposite banks, a whirlpool is formed, on which logs, and often bodies, have been known to float many days.

There is no perpendicular fall or external outlet at the whirlpool. The distance across it is one thousand feet; perpendicular height of the banks, 350 feet. Here bursts upon the view one of the most beautiful and sublime sights in the world. Through a narrow gorge rush, in their tumultuous and maddening course, all the waters of the Great Upper Lakes, and the immense undercurrent forces the water in the centre thirty or forty feet higher than at the edges.

The ever-varying changes the waters constantly undergo are indescribably beautiful and fascinating. One is never tired of gazing at this wondrous scene. The rocky banks of the river plainly showing the different strata, exhibit the wonderful processes of nature. From this point the finest view of the new Steel Arch Bridge can be obtained. To look at this beautiful structure from the water's edge, at this point, one could almost believe it the creation of fairies. It was near this spot that Blondin crossed the gorge on a rope, with a man on his back, and won world-wide fame.

"MAID OF THE MIST."

It is now a matter of history how this tiny steamer, which conveyed tourists under the spray of the Great Horse-shoe Fall, successfully escaped the hands of the sheriff, by passing through the Whirlpool.

She left her moorings about a quarter of a mile above the Railway Arch Bridge, June 10, 1861, and steamed boldly out into the river, to try one of the most perilous voyages ever made. She shot forward like an arrow of light, bowed gracefully to the multitude on the bridge, and with the velocity of lightning passed on her dangerous course. Many beheld this hazardous adventure, expecting every instant she would be dashed to pieces, and disappear forever. Amazement thrilled every heart, and it appeared as if no power could save her. "There! there!" was the suppressed exclamation that escaped the lips of all. "She careens; she is *lost!* she is *lost!*" But, guided by an eye that dimmed not and a hand that never trembled, she was piloted through those maddened waters by the intrepid Robinson, in perfect safety, and subsequently performed less hazardous voyages on the St. Lawrence.

On this trip there were but three men on board,—the pilot, engineer and fireman.

She is the only craft, so far as is known, that ever made this fearful trip. Though the pilot had performed many hazardous exploits in saving the lives of persons who had fallen into the river, yet this last rash act in taking "The Maid of the Mist" through the Whirlpool is the climax of his perilous adventures.

THE DEVIL'S HOLE

is a large triangular chasm in the bank of the river, on the American side, three and a half miles below the Falls. The Bloody Run, a ravine so called from a sanguinary engagement between two hostile Indian tribes, falls into this chasm.

THE CANADIAN SIDE OF THE FALLS.

A few years ago, the Canadian shore of the Niagara River, along the greater part of that grand natural curve, that affords the grandest view of the grandest scene on earth, had been almost robbed of its natural beauty by the settlers in the vicinity. Here was to be seen a grist mill, there a saw mill, here a most unpicturesque-looking second class hotel, here again a cheap restaurant, and every here and there an ugly wooden residence all more or less out of repair from constant exposure to Niagara's summer spray and winter icicles. All that has been changed now. The mills are gone, the restaurant is abolished, the hotel is wiped out, and in place thereof we have a long two-mile-and-a-half stretch of green turf and gravelled walks and drives, bordered on the west by the turbulent waters of the Niagara, and on the east by the towering cliff which forms a fitting background to the majestic scenes it overtops. This long stretch of turf and drives and walks, beginning within a hundred yards of the New Bridge, and running around the bend of the river till it seems to be within almost a stone's throw of the pretty village of Chippewa, is the Provincial Park, which was laid out during the years 1887-8, and on May 24th, 1888, was opened to the public under the somewhat ponderous but very expressive title of

“QUEEN VICTORIA NIAGARA FALLS PARK,”

or, as it is now called for the sake of brevity and euphony, “Niagara Falls Park.”

The chief entrance to the Park is at the northern extremity, through what is aptly named “The Mowat Gateway,” in honor of the statesman who has reclaimed this beautiful domain for the public benefit. The gateway is a pretty piece



NIAGARA FALLS FROM BELOW TABLE ROCK

(Photo. by Zybach & Co.)

or rustic architecture, and of no inconsiderable dimensions. It is built entirely of cedar, the sidewalks being each inlaid with the Provincial coat-of-arms in cedar also. At this entrance, as at the other, there are placed registering turnstiles.

Once through the gateway, the visitor finds himself upon a substantially built roadway, eighteen feet in width, which winds easily and gracefully through the park at a distance of forty or fifty feet from the river bank, till it comes to a junction with the old road, in front of the old museum garden. Here it is joined also by a road which leads from the western entrance of the park, known as the "Murray Street" entrance, distant over half a mile from the main entrance. On either side of the carriage-way, and separated from it by a narrow margin of sod, runs a finely-gravelled pathway, four feet wide, for pedestrians. Here and there during the course of the winding avenue, and always opposite the points of chief interest, run side-paths or turn-outs which lead to the edge of the cliff, and enable visitors to approach without risk—for a strong rustic fence has been erected all along the brink of the shore—to within a few feet of Niagara's waters, and so drink in at their ease, free from the annoyances of dusty roadways and importunate cabmen, the unparalleled beauty of the scenes that surround them. At the point in front of Table Rock house, where many thousands of the fair and the brave annually encase themselves in ugly oilskins, that they may experience the sensations produced by a trip beneath the famous "sheet of water," and where hitherto, to do so, they have had to make the toilsome descent and ascent of the circular wooden stairway used for the purpose, a very great improvement has been made. The old method was a most uncomfortable and inconvenient means of securing the desired sensation ; and to

avoid it, a powerful hydraulic vertical lift has been erected a little distance north of Table Rock house, and at a point where the cliff is nearly vertical instead of overhanging. The lift is sufficiently large to accommodate ten or twelve persons, and makes its drop of ninety feet in about 45 seconds. The car runs in an open iron tower of great strength and stability. Beautiful as was the spectacle hitherto enjoyed by those who made this novel trip, its interest is greatly intensified, and the scene becomes an exquisite and almost kaleidoscopic panorama to the visitor, who glides silently and gently down in the open cage to the pathway under the overhanging cliffs, by which he is conducted behind the falling waters. This reference to Table Rock house reminds us that that building and the large stone structure which used to be Mr. Saul Davis' museum, are almost the only relics of the old buildings that are left, inside the park. Parts of the Table Rock house are used as dressing rooms by those who make the elevator trip, and part of the ex-museum is utilized as a refreshment room, curio and souvenir depots, all under the excellent management of Zybach & Co. It might be well to mention here that Zybach & Co. have the finest series of Niagara Falls photographic views ever offered to tourists and at very reasonable prices. It will be remembered that under the old regime it cost a dollar a head to go under the sheet of water; now, with an infinitely more pleasant means of making the trip the charge is only fifty cents—the only charge of any kind that is made to visitors, for the first mile or so of the park, which includes nearly the whole of the Falls and river scenery.

The other division of the park, which includes Cedar Islands, the group of Dufferin Islands, and another strip of mainland is not actually free, though the charge for the admission of pedestrians into it is but nominal—only ten

cents each, while a carriage, full of people, passes the gate for fifty cents, and rolls into a perfect paradise of beauty. Entering this division of the park, from that which we have already traversed, and crossing a substantial iron bridge, we come upon Cedar Island—so named from the abundance of trees of that species found upon it. The island has been neatly laid out with walks, and well planted with a variety of trees and shrubs. Cedar predominates, that being indigenous to the soil, but the beautiful catalpa, the odorous magnolia, and other specimens of less familiar trees have been introduced and add to the natural beauty of the spot. Leaving Cedar Island by another bridge, the beautiful Dufferin Islands are reached. But the visitor cannot cross the bridge without having his attention arrested and his admiration excited by the view to his right. A hundred yards or thereabouts farther down, the river is again crossed by a pretty foot bridge. One end rests upon the Dufferin Islands, and the other makes a junction with a beautiful valley that runs around the base of Clarkhill, which could hardly be excelled in fairyland itself. A rustic cedar rail protects the outer side, and through the whole of its length it is overhung by cedars and willows, hanging low as though to kiss the turbid waters that wash their roots as they course swiftly by.

Coming back again to the main bridge—on which we have lingered so long—we cross to the islands. Here there is a succession of exquisite sylvan scenes, of which we can mention but one or two. Chief among them stands "The Lover's Walk," a beautiful promenade which extends for a considerable distance around the great band of the Dufferin Islands, and which rests upon cribwork, designed as a protection against the erosive action of the swift current. The cribwork has been fully packed with large stones, and a firm fenced-walk erected over them. The town has been

left far behind,—it might be many miles for anything seen or heard of it. In the midst of the thick woods of the islands the only sounds that break the stillness are the roar of the distant cataract, the swift coursing of the river hard by and the trickling everywhere of the water over the cribwork.

A little way from the main group of these islands lies a pretty islet, appropriately named "The Lovers' Retreat," which has an excellent walk with an arbor at the end of it. There are numerous other points of beauty in and about the islands, which will present themselves to visitors. Driving rapidly through the remainder of the park, we come to the southern, or Dufferin gateway, being what was in former days the Burning Spring establishment. A Chippewa farmer, several years ago, in digging a well a mile from the spot, tapped the source of supply of the Burning Spring, and so inadvertently provided the Park with an excellent gateway. The Park contains in all 154 acres, and upwards of \$400,000 have been expended in expropriation and improvements.

No description of the Falls would be complete without reference to the old

TABLE ROCK

from which such a grand view of all the Falls was formerly obtained. It now exists only in name, and in the interest which attaches to its site. It was a truly magnificent crag, overhanging the fearful abyss, and it constituted one of the wonders of the place. It was situated at the angle formed by the Horseshoe Falls and river bank. Many accidents are recorded, from the temerity of tourists who ventured too near its margin. It, however, fell in 1862, and had this accident occurred an hour or two earlier in the day, the Victoria Bridge, the Grand Trunk Railway and many other Canadian

undertakings might not have been so early accomplished, for a very short time previous to the disappearance of the huge mass, there was standing upon it, viewing the Falls, the distinguished engineer of those great works, with several of his colleagues.

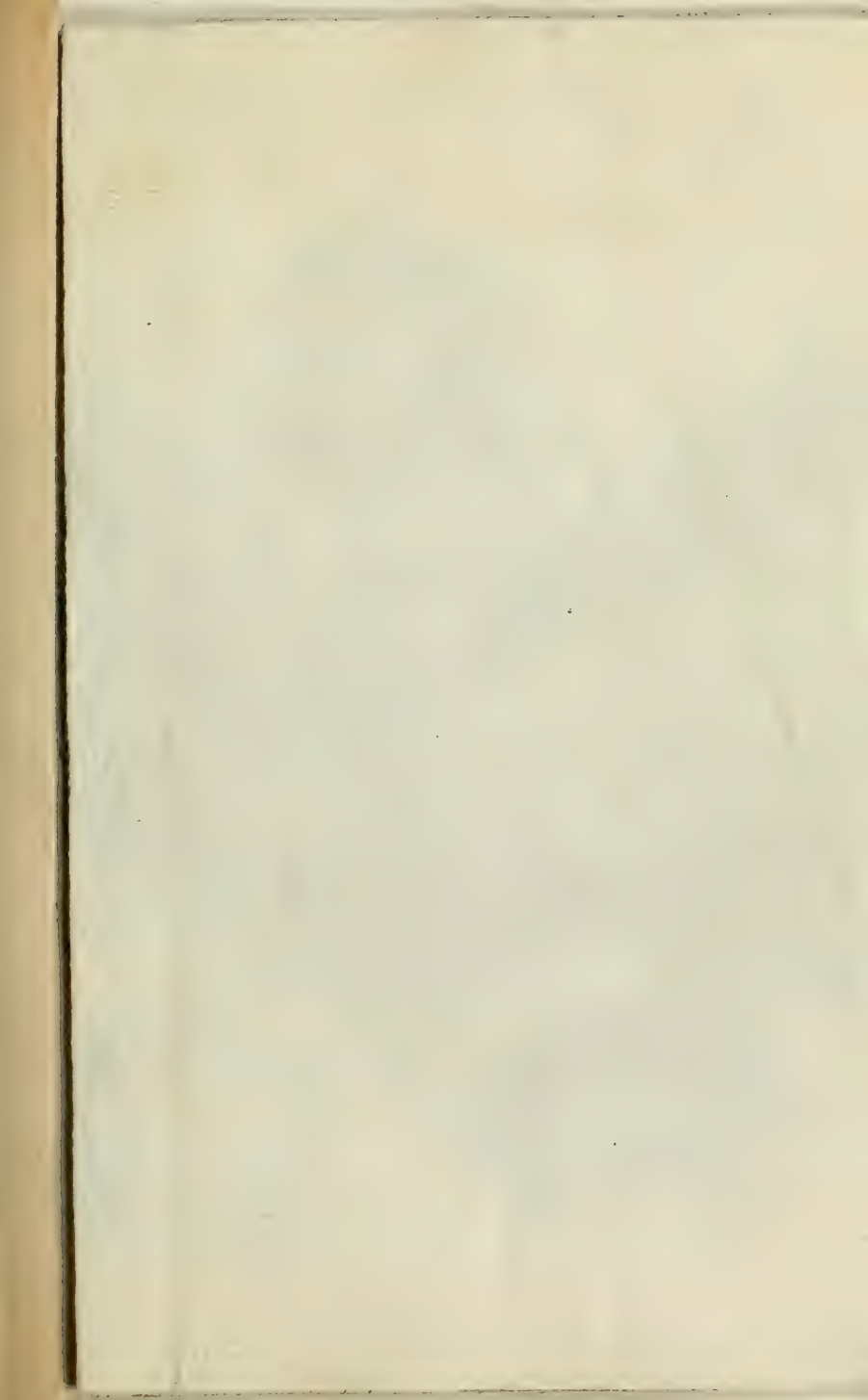
WHIRPOOL RAPIDS PARK—(CANADIAN SIDE).

This attractive resort (always in the shade after noon) is situated on the Canadian side of the Niagara River Rapids, one minute's walk north of the Railway Steel Arch Bridge, and is reached by a double hydraulic gravitating elevator running to the water's edge. From thence, picturesque, shady and level walks wind along the edge of mighty rapids, passing a superb fountain throwing up spray to the height of one hundred feet, across a rustic bridge, beneath which rushes a beautiful cascade, making three distinct leaps from the cliffs, over two hundred feet above the river. At the grandest point of the rapids a rustic platform has been constructed, projecting forty-five feet over the wildest part of the river, affording the most sublime view of the wonderful rapids. Beneath this platform is the Boiling Well, which bubbles up with mighty impetuosity, bidding defiance to the raging rapids.

Landing at the edge of the Grand Rapids below, the visitor finds himself in the midst of a scene of wild grandeur which is almost indescribable. For nearly 250 feet, cliffs rise in a nearly perpendicular line. Above them and across the gorge stretches the Railway Arch Bridge, the passing trains looking like playthings in the distance. Beyond and through the framework of dark green, formed by the overhanging trees, Niagara rushes ceaselessly, obscured at times by the clouds of white mist that ascend to the sky, and for the very obscurity, all the more grandly beautiful. Dashing,

roaring, whirling on through the narrow passes, beating its way against the rocks, that for ages have borne up against the shock, comes the accumulation of waters, rising higher and higher as they flow onward, crying almost in agony for more room to move, they are still hemmed in by the silent awful cliffs. Dashing onward, driven forward by the never-ending flow from behind, they reach the most contracted part of the channel. Here for a moment it seems almost as if the mighty volume paused, unable to struggle further, and then with a renewed effort, impelled by some all-powerful but invisible force, it dashes up in one great volume of 20 to 30 feet into the air, and with a noise of thunder bursts through the iron rocks that seek to imprison it, and boiling, swirling, bubbling into crystal foam, at last it finds its way into the calm green channel beyond the gorge. When it is remembered that the river at this point is only 300 feet wide, that the Falls of Niagara present a front of one and a quarter miles, and that the flow of water over them averages four foot deep, it will be seen that the channel of the Whirlpool Rapids sinks to a depth of at least 200 feet. At no point near the Falls can the visitor obtain so good an idea of the great volume of water that forces its way through Niagara River, and consequently the Whirlpool Rapids Park is one of the principal points of interest. It should be visited by everyone who goes to Niagara Falls.

Having done justice to the beauties of "The Falls," we must decide upon the route to be taken to Toronto. There are several means of getting there : on the American side of the river, by The Great Gorge Electric R.R., or the New York Central R.R. to Lewiston ; on the Canadian side by the International Electric Railway, to Queenston ; and by the Michigan Central R.R. to Niagara-on-the-Lake. The Niagara Navigation Company makes close





LAKE ONTARIO.
This map is in 1:100,000
scale and is published by the
Geographical Institute of the
Swedish Army, Stockholm, 1910.

connection at these places, and on a calm sunny day nothing can be more pleasant than the water excursion by one of the magnificent side-wheel palace steamers of the Canada Steamship Lines, which daily make trips each way across Lake Ontario, between Toronto and Lewiston. From Niagara Falls to Lewiston, the railway follows the course of the river, running along the high ridge overlooking the rapid stream, until we arrive at Lewiston Station. The rail routes are by the Grand Trunk Railway System, and the Michigan Central and Toronto, Hamilton and Buffalo, forming the Canadian Pacific Railway Line. By either of these routes one will enjoy a pleasant ride through a lovely country, "the garden spot of Canada," the Niagara fruit district, and the progressive and ambitious city of Hamilton.

LEWISTON, N.Y.

This village is situated at the head of navigation, on the lower Niagara, where it is met by the old R. W. & O. R.R. now a part of the New York Central, and is a place of considerable importance. It lies three miles below the Devil's Hole, and seven miles below the Falls.

It is an exceedingly pleasant and very well built town, but its commercial prospects have been very much injured by the construction of the Erie and Welland canals. It contains, besides a proportionate number of stores and hotels, churches of the various denominations and an academy of considerable size. In 1812, it was the headquarters of General Van Rensselaer, of the New York Militia.

The Niagara Falls Park and River Electric Railway on the Canadian side, running from Chippewa, three miles above the Falls, closely follows the course of the river to Queenston. The route is so laid out as to take in all the

best views of this interesting trip. From the cars of the company unobstructed views are had of the mighty cataract, the turbulent rapids, Steel Arch Bridges, Brock's Monument on historical Queenston Heights, the foaming and raging Whirlpool and the great stretch of quiet waters beyond.

QUEENSTON

is about six miles from the mouth of the river, and about the same distance from the Falls. It is at the head of navigation, and is well adapted for the terminal point of the splendid steamers which leave Toronto. It is a small town situated nearly opposite Lewiston. It was the Canadian termination of the first Suspension Bridge, and is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. The village is pleasantly situated but it has suffered from the same causes that have retarded the growth of Lewiston. Near this point the river becomes more tranquil, the shores appear less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the winsome. The monument which has been referred to stands on the Heights of Queenston, whence the village derived its name. The present structure occupies the site of the former one, which was blown up by a miscreant named Lett, on the 17th April, 1840. The shaft is one hundred and ninety feet high, and is overtopped by not more than two or three monuments anywhere. On the sub-base, which is forty feet square and thirty feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is twenty-one and a half feet square, ten feet high surmounted by a heavy cornice, ornamented with lions' heads and wreaths in *alto relievo*. In ascending from the top of the

pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of free-stone, seventy-five feet high and ten feet in diameter, whereon stands a Corinthian capital, ten feet high, on which is wrought in relief a figure of the Goddess of War. On this capital is the dome, nine feet high, which is reached by 250 steps from the base, on the inside. On the top of the dome is placed a colossal statue of General Brock. Standing on the gallery supporting this, there is unrolled to view a matchless panorama of battlefield and vineyard, of cataract and quiet stream, of dark wood and steeped villages, and breadth of peach orchards, and far away across the blue waters of Ontario the smoke of the great city to which our feet are set. Here we embark on one of the palatial steamers of the Canada Steamship Lines, which make close connection with all railway and steamer lines.

NIAGARA - ON - THE - LAKE.

This is one of the oldest towns in Ontario, and was formerly the capital of the Province. It is 12 miles from the Falls, and is situated where the old town of Newark stood, opposite Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been largely diverted to St. Catharines, since the completion of the Welland Canal; and the other towns upon the Niagara River have suffered in common from the same cause. Its surroundings are full of varied and historical interest, and from its healthful and beautiful situation and attractions, in the way of boating, fishing and shooting, it has become a popular summer resort, and boasts of an excellent hotel in the Queen's Royal Hotel, open from June to September, one of the most delightful summer houses on the continent.



QUEEN'S ROYAL HOTEL.

It is beautifully and picturesquely situated in a private park at the mouth of the Niagara River on the shore of Lake Ontario, and has excellent facilities for golf, tennis, bowling, boating, bathing, black bass fishing, and other recreations.

It is accessible by boat from Toronto, and by boat and rail from the "Falls."

Visitors at Niagara Falls can reach this delightful resort by the most picturesque river journey in the world. N. F. & L. R.R. on the American side and N. F. P. & R. R.R. on the Canadian side connect every half hour with boat on lower side, also by Michigan Central Ry. on the Canadian side, four trains daily each way.

Some of the historical features of the place will be of interest to our readers. Here the first Parliament of Upper Canada met in 1792. From Fort George (1792) the gallant

General Sir Isaac Brock went forth to meet his untimely end at Queenston Heights, in 1812. The old barracks of Butler's Rangers (1778) on the great common or military reserve, St. Mark's and St. Andrew's churches, which have both celebrated their centennial anniversary, are all worthy of a visit.

Almost immediately after leaving Niagara we pass between the two Forts, Niagara and Mississauga; the former garrisoned by American troops, and the latter, in by-gone days, by the soldiers of the late Queen Victoria. These two forts are so close together, that, it is said, on a calm night, the watchwords, as given by the troops on changing guard, could be heard distinctly from one side to the other across the water.

FORT NIAGARA.

This fort stands at the mouth of the Niagara river on the American side and occupies the site of a trading post established by La Salle over two centuries ago. There are many interesting associations connected with this spot. During the earlier part of the last century it was the scene of many bloody encounters between the Whites and the Indians, and subsequently between the English and French. The names of the heroic La Salle, the ever courtly De Nouville, and the gallant Prideaux will retain a place in the history of the country. The village adjacent to the Fort is called Youngstown, in honor of its founder, the late John Young.

Important repairs have been made around the Fort, and the entire wall has been reconstructed. Here was fought the battle of the 24th July, 1757, in which Prideaux, the English General, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

TO TORONTO

One of the most popular ways of reaching Toronto is by taking any Grand Trunk train from Suspension Bridge, which passes through Merriton, St. Catharines and the "Garden of Ontario," and gives us a splendid view of the Welland Canal with its wonderful locks and shipping. St. Catharines, is a busy city with a population of over 15,000, which, besides being the principal point in the Niagara District for business, and having quite a fame for a number of factories of various kinds, enjoys the widest celebrity for its medicinal springs which are much resorted to from both sides of the line, and, with the excellent hotel accommodation to be had, combine to make St. Catharines a favorite resort. The tourist on continuing his journey will take a train of the Grand Trunk Railway direct to Toronto or may proceed to Port Dalhousie, at the mouth of the Welland Canal, where the trains run directly alongside of a fine lake steamer, and after an enjoyable two and a half hours' sail across the blue waters of Lake Ontario he arrives at the city of Toronto, landing in the very centre of the city, near all the railways and hotels, and alongside of the large steamers for Montreal. The view of Toronto from the water is very fine indeed, and its public buildings and wharves indicate it to be a city of importance and prosperity. Toronto is not only the capital of the Province of Ontario, and one of the most flourishing cities in Canada, but it is one of the most progressive cities in His Majesty's dominions. It is situated on a beautiful bay separated from the lake by a peninsula, known as Gibraltar Point, which serves to form a safe and well-sheltered harbor.

TORONTO.

TORONTO, the "Queen City," formerly Little York, was founded in 1794, and by the last census, that of 1911, is given a population of 425,407. The official numbering of 1881 was 86,445, showing an advance in wealth and population greater than any other city in the Dominion, excepting, perhaps, the city of Winnipeg. This beautiful city, which is in the form of a parallelogram, is built with great regularity, its streets are well paved, always clean, spacious and well lighted with electricity and gas. The houses and private residences are generally well built and substantial, and in the principal thorough-



CANADIAN PACIFIC OFFICES
KING AND YONGE STREETS

fares have often an elegant appearance. Its public buildings are numerous, very substantial, and many of them beautiful and well worthy of inspection by tourists and visitors. It is the seat of Law and Provincial Government, and the headquarters of the Educational Department of the Province. Many of the dwellings and business structures are built of brick, which has a light, soft and pleasing tint. The name of York

was changed, after it was incorporated as a city, in 1834, to Toronto—meaning, in the Indian (Iroquois) language, “The Place of Meeting.” It was twice captured in 1813 by the Americans, who destroyed all the fortifications and burned the public buildings; since then, enterprise and capital have taken the place of shot and shell, and now it can with pride boast of



PARLIAMENT BUILDINGS, QUEEN'S PARK.

some of the finest structures of their kind in America, among which, with other objects of interest, may be mentioned:

Custom House, Front St.

St. Andrew's Church, King St.

Central Prison, Strachan Ave.

Industrial Exhibition Grounds and Palace.

Osgoode Hall, Law Courts, Queen St.

The New University Buildings.

Royal Bank Building—highest building in the British Empire.

Canadian Pacific Railway Offices.

Dominion Observatory, south of University Buildings.

McMaster Hall, Bloor St.

Provincial Lunatic Asylum and Grounds, Queen St.

The New City Hall and Court House.

Foresters Temple, Richmond St.

Trinity College, Queen St. Knox College, Spadina Ave.

Normal School, Museum, etc., Gould St.

Horticultural Gardens, Gerrard St.

St. James' Cathedral (Episcopal), King St.

St. Lawrence Market.

Metropolitan Church (Methodist), Queen St.

Old St. Andrew's Church (Presbyterian), Jarvis St.

Post Office, Adelaide St. Public Library, Church St.

General Hospital, College St.

Cemeteries—Necropolis, St. James' and Mount Pleasant.

The Rosedale Bridges, the Bank Buildings, etc.

Grand Opera House, Adelaide St. West.

Majestic Opera House, Adelaide St. W.

Princess Opera House, King St. W.

Royal Alexandra Theatre, King St. West.

Massey Music Hall.

The Normal School, Upper Canada College and Trinity College are fine edifices; the University of Toronto, before its destruction by fire, was one of the finest buildings in America, and inferior to none on this side of the Atlantic as a seat of learning. The style of architecture was Norman, with such slight deviations as the climate demands, and the building was one which any city might justly feel proud of possessing. New buildings on the same site and in the same unique style of architecture are now completed. They are

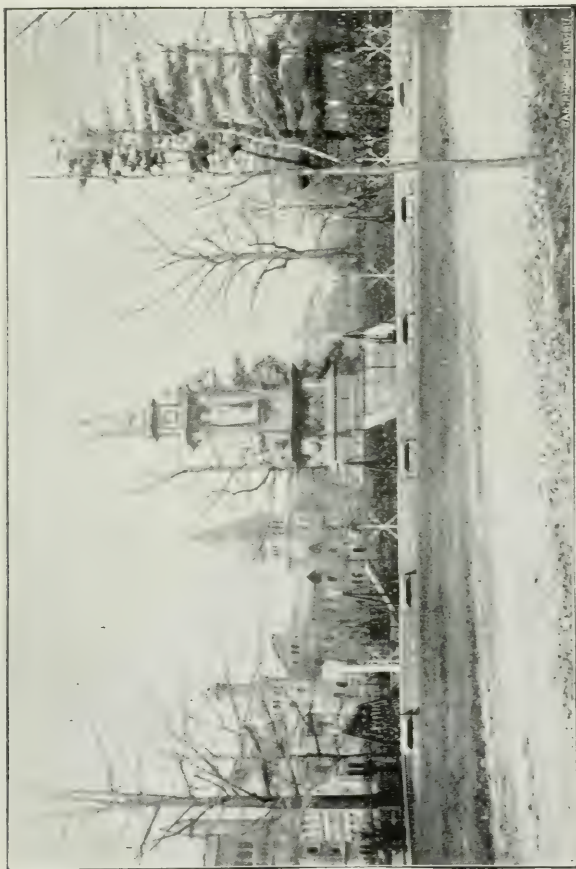
situated in a large, beautiful park whose avenues are ornamented with stately trees, etc., and approached by College Avenue, which is one-half mile long, and lined with double rows of beautiful shade trees. Adjoining these beautiful grounds on the east is the Queen's Park, which comprises



TORONTO UNIVERSITY.

about 50 acres, tastefully laid out; here may be seen a monument, consisting of a brown stone shaft surmounted by a magnificent marble statue of Britannia. This monument was erected to the memory of the Canadians who fell in repelling the Fenian invasion of 1866. Osgoode Hall, on Queen street (named after the first Chief Justice of the Province), is another imposing building of the Grecian-Ionic style, and is surmounted by a beautiful dome. Its library and rotunda are unsurpassed in America. The City Hall and

Court House, recently erected, are among the finest to be seen anywhere; they have cost over \$2,000,000.



VOLUNTEERS' MONUMENT, QUEEN'S PARK, TORONTO.

Toronto has numerous manufactures—in fact, every line of trade is represented by enterprising business firms whose characteristics are such as to warrant allusion to them in eulogistic terms. It also has the highest skyscraper in the Dominion. This building is the new Royal Bank Building,

recently erected at the corner of King & Yonge Sts., a handsome structure, most modernly equipped. It has a splendid harbor, which admits of vessels of the largest size navigating the lakes ; it is well sheltered, and affords great facilities for its extensive and constantly increasing trade.

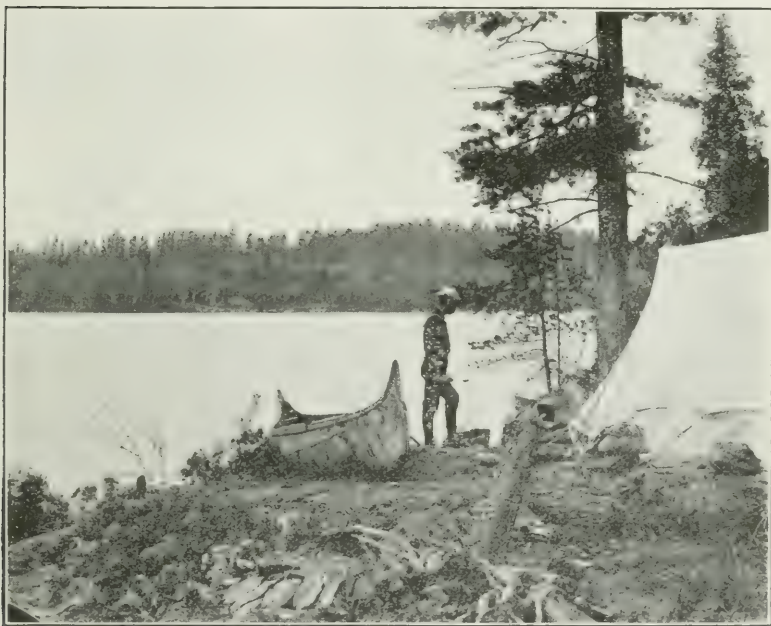


KING EDWARD HOTEL, TORONTO.

Toronto has in the King Edward Hotel, the largest and one of the best hotels in Canada under the management of the United Hotels Company.

THE TIMAGAMI REGION.

Timagami "Deep waters" how apt are the Indians in the selection of names, and yet they might have called it "clear water," and it would have been equally apropos, for you will not find elsewhere on this continent, waters so



ON LADY EVELYN LAKE

crystal-clear as are the waters of the lakes of the Timagami country. That these little, limpid, wood-girt seas should lie so long, unexplored and practically unknown for two hundred years, is due to the fact that until now no railway had been built that way. Now, however, the pathfinder has passed that way, has opened a steel trail, so that during the fishing and shooting season, you

who are tired of the old, worn trails, may have your first peep into this new Sportsman's Paradise. They are passing rapidly, these "silent places." The march of Empire has reached the Pacific ocean. The eastern sportsman, voyageur and explorer, having wiped the west out, is turning to the north. The white man, in his ceaseless search for the earth's endowments, is now wiping out the wilderness. A little while and the "forest primeval" shall be no more. In all probability we of this generation will be the last to relate to our grandchildren the stirring stories of the hunt in the wild forests of Canada.

This magnificent territory, situate in Northern Ontario, embraces all the attractions that are sought after by the canoeist, tourist, angler and hunter. In times past it has been somewhat difficult of access, but this has been overcome by a Government railroad, The Timiskaming and Northern Ontario Railway, which extends from North Bay, the northern terminus of the Grand Trunk Railway System, right up through the heart of this grand territory, as well as the Kipawa branch of the Can. Pac. Ry. from Mattawa, opening up the way for the summer visitors who are looking for new fields to explore.

Timagami region is a Forest Reserve, under control of the Ontario Government, and covers an area of 5,000,000 acres, and is veritably a land of lakes and rivers, incomparable in natural beauty and scenery.

Until a few years ago it was visited only by Indians and the Hudson's Bay Company's war canoes, but to-day it is visited by dozens of college students and others who have heard of its attractions, though it is still the same untouched and uninhabited wilderness, with the addition that all the necessary accessories are at hand in the locality to make a trip of any length with comfort. This form of vacation is

typically Canadian. With these advantages and with the added transportation facilities furnished by the new railway, the influx of visitors will doubtless multiply rapidly as the attractiveness of this peerless region becomes better known.

The physical features of the country have the same characteristics as all of that vast tourist section now known as the "Highlands of Ontario," except that it is wilder in its aspect, and is unadorned by the handiwork of man. The shores of the mainland around the lakes are high and rocky and thickly wooded, while the islands in the larger lakes are covered with dense foliage to the water's edge. Of the two principal bodies of water, Lake Timagami is the larger, and covers an area of about 100 square miles. It is dotted with islands of all proportions, from the tiny one bearing a single cedar, to those of hundreds of acres in extent. The water of these lakes is cold and pure, and so translucent that objects can be plainly seen at a depth of from 30 to 40 feet. Though 300 miles due north of Toronto, the weather during the day is warm and balmy, with little rain, and the nights pleasantly cool for sleeping. When the day's work of fishing and paddling is over and the pipes lighted around a cozy camp fire, it just begins to dawn on one that, after all, the chase for filthy lucre is not the only motive in life, and that there are two sides to every question worthy of consideration.

If the traveler has the explorer's instinct and wishes to see the forest as it looked when only the red man held sway, he should take a canoe and an Indian guide and camping outfit and start in at Lake Timagami, follow a course through this magnificent water stretch, portage into some of the many lakes and rivers, and experience the delights that offer for every minute of the trip. There he will find a land with virgin forest, fishing that is unexcelled anywhere, lakes

that you can almost see boil with the gamiest of black bass, and all big fellows, running from two up to six pounds, and a land where neither the settler nor the lumberman has penetrated, owing to the regulations of the Forestry Act, which prohibits the granting of timber limits or of land for settlers in this reservation, consequently keeping this large area in its virgin state for the lover of God's out-of-doors. It is practically a new land, where its woods are the home of the moose, the caribou, the red deer and the bear, and its waters sacred to the bass, the trout, the wall-eyed pike and the common pike. To the sportsman, this great northland will readily appeal, affording him, as it does, opportunities that are almost unequalled in these days for securing big game. This region, which has recently been withdrawn by the Ontario Government from settlement and constituted a timber reserve under the Forest Reserves Act, includes Lake Timagami, Lady Evelyn Lake, Lakes Obabika, Matawabika, Bay Lake, Rabbit Lake, Anina Nipissing and a hundred smaller lakes, together with the best portion of Montreal River. Hence this large tract, covering a section sixty miles from east to west and fifty miles from north to south, will remain a wilderness and a perpetual resort for the tourist and sportsman.

A fleet of steamers ply these waters during the tourist and hunting season, which materially add to the convenience of the visitor. There is no difficulty experienced in securing complete camping outfits, from the most modest to those to suit the most fastidious, provisions and all necessities for a canoe trip, at Timagami Station, the point of ingress to the territory, or at Bear Island, seventeen miles from Timagami.

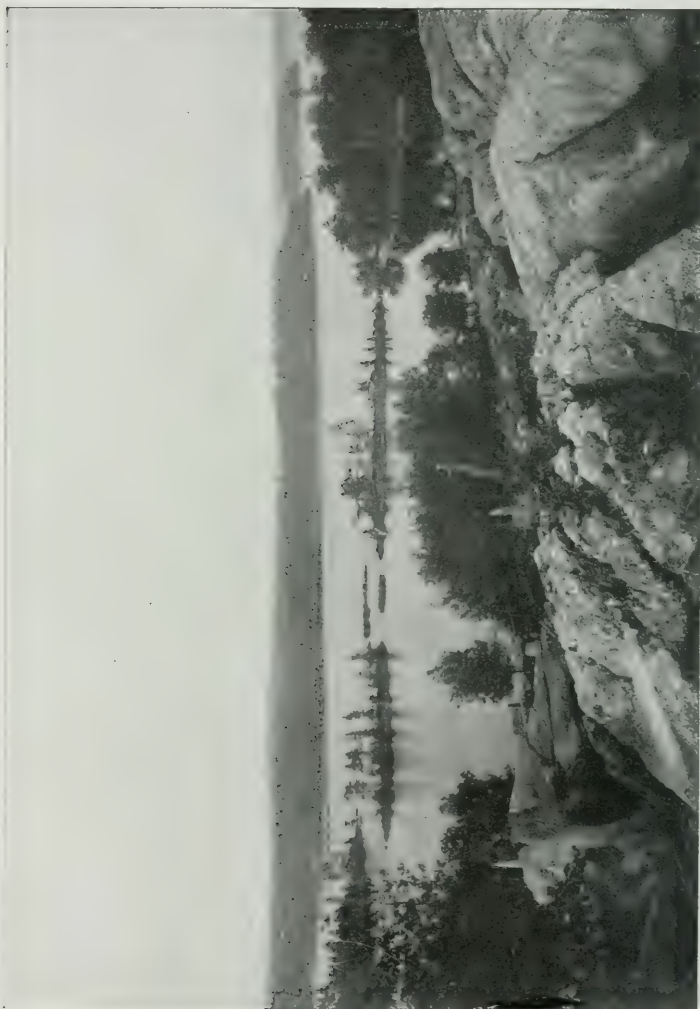
As an objective point for the canoeist, the Timagami country is a peerless region, offering pleasures unobtainable

in any other part of America. There is not only one canoe route, but dozens of trips that can be taken, all magnificent in their scenic attractions, and where the fisherman or hunter will find an abundance of fish and game. Recently the writer, with two companions and three guides, spent two weeks on a canoeing expedition in this region, which proved to be one of the most enjoyable, as well as ever-to-be-remembered outings ever taken. Many days can be spent exploring the adjacent streams and lakes. In fact there are enough liquid highways and small lakes and streams in the endless forest and watershed of Timagami to employ the most enthusiastic tourist during a two months' holiday. And as to the fish that may be taken in these waters they everywhere abound—small-mouthed black bass, speckled trout, lake trout, wall-eyed pike, pike-perch or dore, and common pike. In one short half hour during our cruise our string netted ten small-mouthed black bass ranging from two and a-half to four pounds, and this catch was not an unusual one.

In fact, the country from end to end abounds with just those features that every canoeist and lover of rod and gun are ever in quest of.

THE HIGHLANDS OF ONTARIO.

The Highlands of Ontario are one great pleasure ground, offering every inducement to those who wish to enjoy the beauties of Nature during their summer holiday. It is almost impossible to enumerate the most attractive points in this vast domain, as all have their fascinating inducements, and the most fastidious will find the country all if not more than it is painted. The better way for those who have not visited the district before, is to take a trip combining both the Muskoka



EARLY MORNING ON LAKE MUSKOKA.

Lakes and the Georgian Bay districts, and then be enabled another season to choose the locality which may please the fancy best.

The tourist travel to the Highlands of Ontario converges at the city of Toronto, and proceeds north by the admirable trains of Grand Trunk Railway System to Muskoka wharf and the Canadian Pacific Railway to Bala, at which point they connect with the steamers of the Muskoka Navigation Company. During the tourist season these lines operate fast expresses to the place where the steamers of the Muskoka Navigation Company are taken for the several points on the lakes. The trip from Toronto is a most interesting one, taking the traveller through a continuous scene of hill and dale, diversified with beautiful lakes and rivers, and until the more rugged portion of the country is reached, the prosperous farmer is much in evidence, judging by the well-tilled farms and pretentious farm buildings on every side.

Many flourishing and busy towns are passed on the journey up; Allandale, on the G.T.R., which is reached in time for lunch, and where ample time is given passengers to enjoy the generous repast which is served to satisfy the wants of the inner man until the steamer is reached, when dinner is served. Next we come to the crescent town of Barrie, situated on Kempenfeldt Bay, an arm of Lake Simcoe; here there is a beautiful sheet of water with small pleasure steamers awaiting the train to carry visitors to the summer resorts situated along its shores, while the extremely blue waters of the bay and the picturesque town and its environments are the admiration of all.

ORILLIA

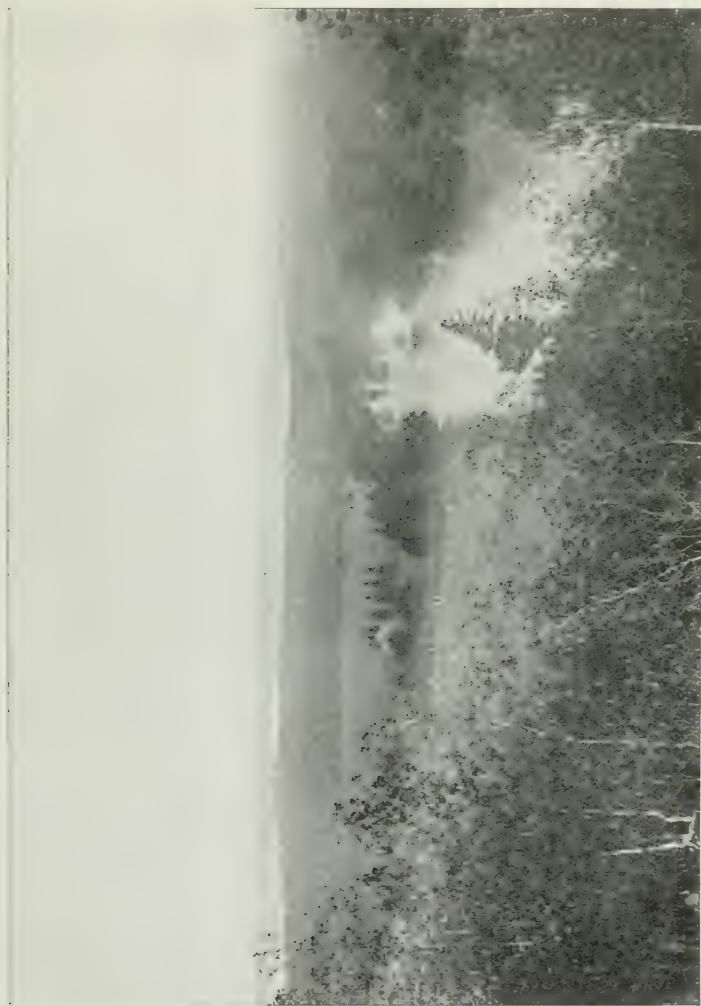
is the next town reached, and is situated between Lakes Simcoe and Couchiching, at an altitude of about 800 feet above the sea-level. From Orillia it is only a ride of some fifty odd

miles to Muskoka Wharf, and it is now that the appearance of the country changes from the cultivated and prosperous farms to the more rugged and rocky nature of the Highlands. On the train speeds, through deep rock cuts, through woods and past beautiful stretches of water in pleasant succession, until it reaches Muskoka wharf.



MUSKOKA WHARF STATION.

At Muskoka Wharf the commodious and trim steamers of the Navigation Company are awaiting the train. On alighting, there is little to suggest the beauties and delights beyond, and one is impatient to leave the buzz of the busy sawmills and rafts of logs which are in evidence in the immediate vicinity. As soon as the passengers and baggage are transferred to the steamers, one of which proceeds to the head of Lake Joseph and another to the head of Lake Rousseau, the lines are cast off and the boats start on the lake journey. The unsightly sawmills are left behind, and vistas of gorgeous beauty meet the eye on every hand.



MUSKOKA RIVER, NEAR BRACEBRIDGE.

BEAUMARIS, TONDERN ISLAND.

Within the first two miles from the Muskoka Wharf we pass the famous and well-known Muskoka Sanitorium where many persons have been satisfactorily treated during the past few years for incipient pulmonary troubles.

The first port of call by the boats of the Muskoka Navigation Company, going north, and about fourteen miles from Muskoka Wharf, is Beaumaris, (recalling Beaumaris



MILFORD BAY, LAKE MUSKOKA.

Bay in Wales, after which it was named) situated on Tondern Island, a breezy eminence, commanding an extensive view of Lake Muskoka and distant islands.

Beaumaris is a popular rendezvous for visitors from Pennsylvania and from many cities of the Southern States. Clustered around the shores of Beaumaris Bay there are several fine club houses of Pennsylvanians, notably those of the Sharon Social and Fishing Club, Solid Comfort Club, a club from Mercer, and others. The close proximity of these clubs,

and of several pretty cottages, with their numerous members and occupants, adds considerably to the life and gaiety of the place, and affords opportunity for increased social amenities

MILFORD BAY.

Situated on the shores of Muskoka Lake, just behind Tondern Island, is the beautiful Milford Bay, the island being joined by a bridge to the main land.

From Huckleberry Rock, which rises from the back of the hotel to the height of about 300 feet above the level of the



A TYPICAL SCENE IN THE MUSKOKA LAKES REGION.

lake, can be enjoyed the finest views of lakes, islands and surrounding country.

BALA FALLS, MUSKOKA.

Bala Falls is only 113 miles from Toronto, situated on the west side of Muskoka Lake, an important calling port for the Muskoka Navigation Company's steamers, as it is the Canadian Pacific gateway to the Muskoka Lakes, and is noted for its picturesque beauty, for here are the celebrated Bala Falls, the charming Moon River and numerous attrac-

tions. Bala Bay, with its many islands, is a beautiful sheet of water, exceptionally good for boating and bathing. This is a favorite resort for lovers of the camera and the palette, because of the beauty and variety of the scenery. In close proximity (from three to four miles) to Bala is Long Lake, Clear Lake, Echo Lake, Nine Mile Lake and Black Lake, where capital fishing is assured. The Muskosh River, about four miles from Bala, is also noted for its good fishing. At Star Lake, within a mile of Bala, is an excellent locality for speckled trout, and fine trout streams may be found in the same neighbourhood. Bala possesses a number of hotels, and is a convenient place to obtain supplies and guides. It is also the starting point for the beautiful Moon River, Georgian Bay and Blackstone Lake canoe trip.



BALA FALLS, MUSKOKA.



BATA FALLS LANDING, MUSKOGA.



KNIFE RAPIDS, MOON RIVER, MUSKOKA.

BEAUMARIS TO PORT CARLING.

Again starting from Beaumaris, the steamer winds its way through the many islands until the Indian River is reached,—a small stream which connects Lake Rosseau with Lake Muskoka,—and here the picturesqueness of the surroundings baffles description. The boat glides through this narrow channel until it reaches Port Carling, a small settlement with good hotels, a church, stores, etc., and at this point the steamer goes into a lock and is raised to the level of Lake Rousseau, which is about five feet higher than Lake Muskoka.

In many respects Port Carling enjoys unique advantages, and is the most favorably situated of any place in the Mus-



THE LOCK. PORT CARLING.

koka Lakes. It is a pretty little hamlet on the Indian River, which connects Lakes Muskoka and Rosseau.

Port Carling is the centre of the Muskoka Lakes district, and is twenty-one miles distant from Gravenhurst; all the steamers of the Muskoka Navigation Company, and all craft travelling north and south pass through the Government lock at this Port. It is therefore most convenient for excursions up or down the lakes, affording opportunity for "Doing the lakes" thoroughly and in perfect comfort. The constant passing of steamboats and pleasure boats of every description, the interchange of greetings, transfer of passengers, etc., provide scenes of life and animation found nowhere else in the district. There are several excellent stores at the Port, a well-stocked free library and reading-room, three churches, and two good boat-houses. The telephone, telegraph and mailing facilities are excellent.

Port Carling is extremely healthy and always cool. It is exceptionally free from mosquitoes and black flies. There are many charming walks in the neighborhood ; through the woods of Ferndale ; to the Indian burial grounds (whose mounds are still visible) ; to Silver Lake, etc. The fishing, black bass and pickerel (dore), is good.



WAITING FOR THE SUPPLY BOAT.

If Lake Muskoka is beautiful, Lakes Rosseau and Joseph are also superbly grand, and, if anything, surpass the first stretch of water in splendor. While emerging from the Indian River a labyrinth of beautifully wooded islands greets the eye, and the fast steamer seems to skim past the ever-changing scenes, gliding gracefully through narrow channels

and winding its way through what to the inexperienced eye seems to be dangerous narrows. Here and there on the journey a flag floats out in the breeze from the wharf of the island residents, which is the signal for the steamer. At another point the supply boat is at the wharf, and the cottagers are marketing in this unique way. These boats make



A MUSKOKA RESORT.

daily trips over all the lakes, and where the white flag is displayed it is the sign that the larder of the cottager needs replenishing, and the little steam store makes a call.

Muskoka without boats or canoes would be like Venice without gondolas, or Holland without its flat-bottomed punts—an impossible situation. Water travel is practically the only means of transportation in Muskoka. It is easily understood, therefore, that boating and canoeing are important

factors in this region of water and land. To the tourist and visitor from distant parts it becomes a necessity that craft of various descriptions, and in good condition, should be easily obtainable. It will naturally be taken for granted that ample provision has been made to meet this requirement.

THE MUSKOKA NAVIGATION CO.

Any description of the Muskoka Lakes would be incomplete without referring to the splendid service given by the eight fine steamers of the Muskoka Navigation Company. These boats, which make two trips daily in the season, are



MUSKOKA NAVIGATION COMPANY'S FLEET OF STEAMERS.

handsomely fitted up and equipped; first-class meals are provided, so that no apprehension on that score is necessary; the boats make connections with morning and evening trains to and from Toronto, and everything possible has been done to make this one of the most comfortable and efficient steam-boat lines in Ontario.

The Muskoka Navigation Company have also built and equipped with all the appurtenances necessary, a most comfortable and cosy "House-boat," fully furnished, to rent on very reasonable terms. This boat will be towed to different and suitable points and moored, as the tourist may desire.

Every year Muskoka welcomes the thousands of visitors who make their annual pilgrimage thither for health and pleasure, and tens of thousands more may yet seek its

beauties, and still there will be room for more. The tide of travel in this direction is steadily increasing, and none are ever disappointed, for it can be truthfully said of Muskoka, that

"Age cannot wither nor custom stale her infinite variety."

ROSSEAU LAKE.

Lake Rosseau, as well as the other two large bodies of water in this district, is not behind in its attractiveness. At Rosseau, Shadow River, that wonderful stream of pellucid



ON THE ROAD TO MAPLE LAKE STATION.

water, in which the smallest objects are reflected with life-like truthfulness is located, and a trip up this river is one that will be forever remembered. From Rosseau there is also a stage line to Maple Lake, a distance of thirteen miles, over a picturesque road. One of the chief features of this district is its apparent immunity from flies and mosquitoes, the sign of one being most rare.

The stage line drive is a most interesting and delightful one, the road being cut through the forests, with here and there a clearing, a lake or a brook.

WINDERMERE.

Windermere (Lake Rosseau) is about twenty-four miles distant from Muskoka Wharf, and from here starts the Government road leading to Skeleton Lake and River, five miles distant, where good brook trout fishing can be enjoyed. At Trout Lake, three miles north, there is excellent black bass and salmon trout fishing. Bass, pickerel and salmon trout are also plentiful near the hotel. Good rigs for driving are obtainable, and well stocked stores nearby supply all the requirements of guests for shopping. There are two churches, Methodist and Presbyterian, near the hotel.

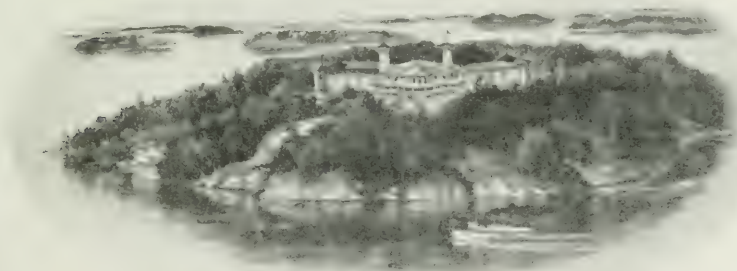
JUDDHAVEN.

Few prettier spots can be found than Juddhaven. It nestles in a deep, narrow bay, the waters of which are almost invariably calm, even though fierce storms may rage without in the main body of the lake. Juddhaven is on the west shore of Lake Rosseau, about twenty-eight miles from Gravenhurst, and five miles from Rosseau.

ROYAL MUSKOKA.

Midway up the east shore of Lake Rosseau is situated the "Royal Muskoka," a modern summer hotel, containing all the attributes found in a first-class resort, and accommodating three hundred guests. Situated 1,000 feet above

the level of the sea, in the midst of a romantic and primeval world, its attractions for those desiring a place removed from the hustle and bustle of city life are many, and a place of rest and recreation is here found for those weary of the toil of a busy life. It is one of the largest, best equipped, and most comfortable summer hotels in Canada. The beautiful situation of the "Royal Muskoka," its spacious and graceful proportions, all tend to inspire anticipations of the pleasantest sort, as its picturesque red towers, gleaming through the varied green of the trees, first meet the eye of the visitor to the far-famed lovely "Highlands of Ontario."



ROYAL MUSKOKA HOTEL, LAKE ROSSEAU, ONTARIO.

One notes with pleasure the soft, grey, stucco walls, timbered across with dark wood, under its red-tiled roof, the deep, cool verandah—where luxuriously comfortable chairs of every description invite to rest, and command views the loveliest, the most ravishing, the eye can look upon, "Summer Isles of Eden lying in dark purple spheres of sea." The blissful quiet, broken only by the rustling of the beeches and the soft sigh of the pines—for not the least attraction of Muskoka is its seeming remoteness from the noisy traffic



VIEW FROM THE BALCONY, ROYAL MUSKOKA HOTEL.

and din of cities—falls upon the tired spirit like balm. Even the winding walk up the hill under the trees to the hotel is on noiseless, soft, brown tanbark, so that no clatter of many feet coming and going breaks the delightful charm of Nature's music.

It is exceedingly pleasing and tasteful, and one notes with satisfaction that the bedrooms are all outside rooms, that is, each room has its own windows looking out into the woods, or upon lake and island.

The walks in and about the grounds of the "Royal Muskoka" are many and charming, and the lover of solitude has no difficulty in finding the most exquisite spots in these fragrant woods, in which to dream away the time or read in quiet. For the more sociably inclined there are the great wide-winged, air-swept, shady verandahs, with their superb command of the loveliest views, and for all there are sports—canoeing, bathing, fishing, golfing, tennis, and water trips up and down the lakes.

PORT SANDFIELD

BETWEEN LAKES JOSEPH AND ROSSEAU.

To its numerous patrons, Port Sandfield represents the height of gaiety and healthful fun and recreation. The causes are not far to seek. The opportunities for enjoyment are many.

If anything more were needed to make Port Sandfield attractive it would be found in the splendid situation of the place. It lies between Lakes Rosseau and Joseph, a canal connecting these two beautiful sheets of water. Where this canal or cut is, there was once a sand bar dividing the two lakes; the channel and the fine bridge which spans it are Government works and add largely to the surrounding attractions. Owing to its location there is always a breeze from some quarter at Sandfield; at the same time calm water may always be found in one or other of the adjacent lakes. The great contrast between the waters of Lakes Rosseau and Joseph can here be plainly observed, that of the former being of a dark, reddish-brown color, and the latter of a clear, bright hue. Port Sandfield is about thirty miles from Gravenhurst. During August the annual regatta held here attracts large crowds of visitors and the sports are keenly contested.

-To the botanist and lover of nature the district is a veritable treasure-house; wild flowers in great profusion grow in luxuriance; huckleberries, water lilies, pitcher plants, and a great variety of rare flora are to be found not far distant.



CHURCH AND BATHING BEACH.

MUSKOKA AND HAY FEVER.

In the past a great deal has been written and articles published dilating upon the grandeur of the Muskoka Lake District, its rivers and waterfalls, beautiful lakes and islands, its medicinal waters and its invigorating atmosphere ; but it is not generally known that the Muskoka air is one of the best alleviations known for that very annoying and persistent ailment, Hay Fever, from which so many people suffer.

As a hay fever resort, Muskoka is unexcelled, and thousands of sufferers are unaware that there is entire immunity from the disease here. Physicians generally recommend a change of climate for the relief of the complaint, where golden-rod, ragweed and honeysuckle do not grow, as these and many other flowers and grasses aggravate the disease. There are many localities recommended, but in all, the results are dependent upon the vagaries of the wind, as if it should blow off shore, as it frequently does, there is no relief. In Muskoka the conditions are different, and the direction of the wind is immaterial. There are no cultivated fields and no golden-rod, etc. The best cure for hay fever, therefore, is to go to Muskoka, enjoy the pure air of this bracing locality, go fishing ; secure the Muskoka appetite, and eat the best you can get. During the past season, hundreds of hay fever sufferers from the States of New York, Pennsylvania, Ohio, the Southern States, and many of the cities and towns of Canada, were located throughout the region, and all speak in the highest terms of the immediate relief obtained from this malady.

FISHING AND SHOOTING.

Health and good sport await the tired city denizen at Muskoka. The brain-fagged and tired business man, the enthusiastic gunner, the patient follower of Isaac Walton, or the man who likes a boat or canoe, should make his way to the Muskoka Lakes. Old forests, peopled with great patriarchs of the woods, abound in Muskoka. The lakes



RESULT OF A WEEK'S HUNT IN THE MUSKOKA LAKES DISTRICT.

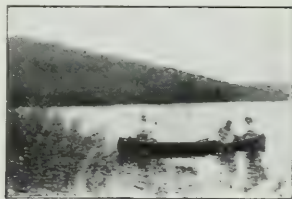
abound with fish, and here and there the swift running brook babbles of the trout which lie in quiet little pools along its course.

To hunters it is a Paradise; deer, bear, fox and part-ridge are numerous, while the gamiest of trout and bass, and the weightiest of maskinonge are the delight of all who tempt its waters with rod and line.

During the past season, more than 6,000 hunters went up into the Muskoka Lakes District and contiguous regions for deer shooting, and the results were most satisfactory to the sportsmen. Instead of decreasing, the deer are increasing throughout this district. The three prime factors which will furnish sport hunting deer for many years to come, are : Protection to deer by the new, dense undergrowth, which is replacing the cleared timber tracts ; a license system, which compels recognition of the close and open seasons ; and wardens who respect the Government and enforce the law.

Crane Lake and Blackstone Lake, reached either from Bala or Gordon Bay, are among the many favorite fishing resorts, and black bass weighing from four to seven pounds, also large maskinonge, are the reward of the fisherman who visits this district.

Muskoka is noted for the number and excellence of its hotels and boarding houses, of which there are in the neighborhood of forty, at various intervals along the steamer routes, providing ample accommodation.



MUSKOKA LAKES.

A region of unsurpassed natural beauty is Muskoka, a land where health and pleasure go hand in hand, where freedom abounds, and where the hand of man is not greatly in evidence, but Nature's untouched beauty is beholden on every side, a picturesque wilderness of ever-changing love-



A HIGHLAND STREAM.

MUSKOKA LAKES DISTRICT.

liness, among the "Highlands of Ontario." To one fond of the woods, the rippling brooks, the rivers and lakes—and who is not?—the Muskoka Lakes take precedence over all other resorts.

This vast region, known as the Muskoka Lakes District, lies in the northern part of Ontario, east of the Georgian

Bay, and north of Lake Ontario, and the point of embarkation for the trip on the Lakes is situated 112 miles from Toronto. The total area of the district covers a large tract of that portion of the country, and some idea of its extent may be had, when it is known that some 800 lakes and rivers are embedded within its boundaries.

This incomparable range of waters, studded over a vast area, like crystalline gems set with emeralds, in one of those gorgeous pictures of nature which defy the power of creative genius to depict, and baffle the skill of brightest imitation, is without doubt the tourist's Mecca par excellence.

The region is replete with historical interest, as being the home of the ill-fated Hurons. Now all is forgotten, the scene is changed, and it is only now and then, in a reflective mind, that the name of a village or lake will awaken the memory of some Indian legend, "dark with phantoms and



EARLY MORNING SCENE—GEORGIAN BAY.

shapes of wild enormity." The waters of this region which stand out in more prominence than the others are the Muskoka Lakes, composed of three bodies of beautiful, translucent water, their names being "Lake Muskoka," "Lake Rosseau," and "Lake Joseph," all three being connected, and giving a continuous steamboat route of more than fifty miles. The bosoms of these sylvan gems are covered with innumerable islands, on which have been built cosy and comfortable cottages, and on the larger islands may be seen handsome and costly residences, the homes of the wealthy. To those in search of purely scenic beauty, there is no other spot in the universe to rival it, while those in search of health will find the purity of air and the general surroundings most beneficial. Being at an altitude of 1,000 feet above the sea-level and 500 feet above the city of Toronto, it is the very spot to invigorate exhausted physical nature.

The shores of these lakes are thickly wooded with a variety of timber, principally balsam and pine, which is one of the accountable reasons for the benefits to be derived by those suffering from any pulmonary disease, catarrh, etc. You see all about you, from the deck of the steamer, woods and forests that resemble bandlets of shrubbery, and from some height the landscape presents a beautiful vista, the waters encircling the numerous islands, appearing like ribbons of silver intertwining in and out through various narrow spaces. You notice around you climbing heights and rock-bound islets, in all the sullenness of undisturbed nature, rich with every tree that grows, and echoing the shrill sounds of myriads of wild birds. Interesting to the tourist and lover of the beauties of nature, it is doubly so to the sportsman and disciple of rod and gun, as the whole country is in nature's rich preserve for game, and the waters of

these lakes and the many rivers and streams that empty into them teem with the gamiest of the finny kingdom.

There is nothing anywhere else quite like Muskoka. It stands alone in its particular individuality and beauty, and there is no other spot to be compared to it in loveliness.



ON SHADOW RIVER, LAKE ROSSEAU.

The old axiom of "See Rome and die" does not apply to Muskoka ; a more appropriate saying might be suggested, "See Muskoka before you die," and the visit will probably prolong your life.

In an interview with a Syracuse (N.Y.) Standard representative, Mr. L. S. Wilson, a member of the Smith Premier

Typewriter Company, and who was one of a party which visited Muskoka some few seasons ago, said in answer to the question, "What is Muskoka?"

"Muskoka is the password to a pleasure paradise ; it is the key to a realm where Nature shows herself in all her charming loveliness. Muskoka is but a single Indian word, and to the many without significance ; but to those who



A QUIET NOOK AMONG THE ISLANDS.

having been introduced have quickly learned to love the region, it is very full of meaning. It is suggestive of an almost never-ending, ever-shifting panorama of delightful scenes in lake and stream and wood and sky. Those who have visited the Thousand Islands say that Nature was lavish when she caused that creation, and lovers of the Adirondacks say she was careless in leaving so much that is beautiful among the highlands of New York ; but if this is true, she

certainly was prodigally extravagant in Muskoka, for one finds there the islands and the woods combined in a wealth of scenery almost too much for any one resort."

From Muskoka Wharf, the starting point, to Port Carling, the junction of Lakes Muskoka and Rosseau, the distance is twenty-one miles ; from the same starting point to Rosseau, at the head of the lake of this name, it is thirty-three miles, while the farthest point on the three lakes, Port Cockburn at the head of Lake Joseph, is forty-five miles from Muskoka Wharf ; the width of the lakes varying from channels a few hundred yards across to open stretches of water about six miles wide.

The lakes are fed by several rivers and streams, chief among them being the Muskoka River, entering Muskoka Lake about midway between Muskoka Wharf and Beaumaris, on the eastern shore of the lake, and the route of the Muskoka Navigation Company's steamers to Bracebridge, a pretty town sixteen miles north from Gravenhurst. The Dee River, connecting Three-Mile Lake with Lake Rosseau near Windermere, Skeleton River from Skeleton Lake to Lake Rosseau, and Rosseau River, with the pretty Rosseau Falls, all feed this, the second largest of the three lakes, on its eastern boundary, while Shadow River, one of Nature's gems, at the head of the lake, will alone repay the tourist for the entire journey up the lakes. With its deceptive shadows and reflections, it is Nature " Holding the mirror up to Nature." Two other notable streams, dear to the heart of the sportsman and the intrepid canoeist, are the Moon and Muskosh Rivers, the outlet of the lakes from Muskoka Lake at Bala, which flow into the Georgian Bay to the west.

The Muskoka Lakes contain between 400 and 500 islands of every shape and size, ranging from one of over 1,100 acres, in Lake Rosseau, to those containing but a single tree, or a

rock rising sheer from the water's edge. The most numerous, however, are densely covered with pine, balsam, cedar, birch, maple, oak and other varieties of tree life.

Many of the islands, on which have been erected handsome dwellings, are the private property of wealthy Americans and Canadians, but there are hundreds of choice little spots on which any party is at liberty to take up their abode for the season.

The radiant and ceaseless loveliness of Nature's ever-changing panorama is seldom more appreciated than in the midst of these lakes.

"Counterchange!
With diamond plots of dark and bright."

Is there anyone who, after a long, refreshing slumber in this pure atmosphere, could gaze unmoved upon the glories of the heavens as mirrored in these lakes? The sunbeams have driven far from the field ærial cloud-flocks—likened to the flocks of Admetus under Apollo's keeping—leaving the heavens iridescent with the morning's light.

Again in the evening, removed, as it were, from the bustle and strife of life, and surrounded by a feeling of deep and tender isolation, the powers of contemplation are awakened, when presently from behind some dark cloud the moon will burst forth in all its glory, shedding its silvery halo over island and camp, over lake and river, as a glorious mantle of peace.



MAGANETAWAN RIVER.

The beauty of Muskoka lies as much in its rivers as in its lakes. The Maganetawan is situated fifty-eight miles north of Muskoka Wharf, at Burk's Falls, on the Grand Trunk Railway, and on the Canadian Pacific Railway at Byng Inlet, opening up another and entirely new region to steamboat navigation to the tourist, and particularly to the sportsman, who can get with comparatively little trouble to a district which



ROUNDING A BEND—MAGANETAWAN RIVER.

has hitherto been accessible only to those with ample means and time. The Maganetawan River is just equidistant between the Muskoka Lakes and Lake Nipissing, and drains a surface of about 4,000 square miles. Some idea may, therefore, be gathered of its magnitude and of the possibilities for canoeing opened up by the ramification of the numerous tributaries and their connected lake enlargements.

For fifteen miles the river is followed, winding to and fro, as all Muskoka rivers seem to do. Lake Cecebe forms the next link for ten miles, at the foot of which is the village of Maganetawan. There are two good hotels here—the Klondike and the Osborne House. After passing through the locks, the steamer continues for three miles more in the river, and then enters Lake Ahmic. This is another of the gems of Muskoka, most quaint in form. The lake is twelve miles in length. This is also another excellent route for boating, as there are no rapids to interfere, or portages to make, while a nice diversity of paddling or rowing in the river is interspersed with sailing on the lakes. The camping facilities are good. The pioneers who have penetrated this country and settled on its lake shores are all sportsmen, and boats and canoes and skilful guides can be found everywhere.

From here on the more adventurous can continue their canoe route by the Great River, twelve miles to Lake Wa-wa-kesh, and thence to Byng Inlet, about fifty miles away on the Georgian Bay. In this distance there are twenty portages of varying lengths, from one of some two miles to those of only a few yards. It is a trip not to be attempted without first-class guides. These portages made, there are few difficulties to be overcome.

Visitors to the Muskoka Lake region should take a trip on the Maganetawan before returning home.

The steamer “Armour,” “Mike” and “Wanita” leave daily, except Sunday, in connection with the Grand Trunk Railway at Burk’s Falls for Cecebe, Maganetawan Village, Port Anson and Ahmic Harbor.

Mr. Richard E. Heath says of this region:—

“The angler will find an abundance of salmon trout, bass, pickerel, and other varieties of fish. The speckled trout,

which every knight of reel and rod loves to play, is found in abundance in these waters. One afternoon while on the Maganetawan river, a tributary of these lakes, I saw one of our party catch ninety-seven trout, the largest tipping the scales at $2\frac{1}{4}$ pounds. It may seem a little strange, but black flies and mosquitoes are very scarce.



BEAUTIFUL MARY LAKE, LAKE OF BAYS.

LAKE OF BAYS DISTRICT.

The region in the vicinity of Huntsville, Ont., has been well designated the "Killarney of Ontario." Owing to the diversity of hill and dale, interspersed with innumerable lakes and bays, inlets and rivers, it constitutes one of the most charming parts of Ontario to visit on a holiday trip. The village of Huntsville is the starting point

for the Lake of Bays steamer route. The navigable water system includes Lakes Vernon, Mary, Peninsular, Fairy, Lake of Bays, Hollow and Kimball, and the north branch of the Muskoka River, situated 145 miles from Toronto and 23 miles from Muskoka Wharf, and is reached only by the lines of the Grand Trunk Railway System.



STEAMER "ALGONQUIN," ON THE FAIRY RIVER
LAKE OF BAYS REGION.

At this point the Grand Trunk Railway System connects with Huntsville & Lake of Bays Navigation Company. This admirable steamboat service, which carries the tourist or sportsman up through Fairy and Peninsular Lakes to a portage made over a toy-like railroad—one of the shortest on the American continent—being one and one-quarter miles

in length. Here the traveller, bag and baggage, is entrained and carried up over a hill one hundred and ten feet above the lake and dropped gently down to the Lake of Bays. Here the water journey is taken up again, on board probably the neatest and best appointed of the scores of inland boats that ply on the "Highland" waters.

The Lake of Bays is far the largest lake in the Huntsville District. From the deck of the steamers can be seen some inland scenery unsurpassed. The wooded hills billow



THE PORTAGE INTO PENINSULAR LAKE.

away in every direction; not a rough, inhospitable shore always, for here and there are wide open reaches running down to the lake, and sometimes away high on the hills are fine farms, from which the lakeside hotels draw new garden truck, fresh butter, buttermilk and sweet cream for the summer tourists. Taking boat here again, a sail of twenty miles through the Lake of Bays brings us to Dwight, Baysville, Norway Point and Dorset. The whole trip from Huntsville to Baysville or Dorset consumes but three hours,

and the journey through the lovely scenery leaves a lasting impression upon the mind of the tourist and one which will be recalled many times in after days. The more prominent lakes in this district are Vernon, Fairy, Mary, Peninsula and Lake of Bays; these are all on the regular steamboat line, but there are many others more or less in extent which are in easy reach from any points at which the steamers call. The waters in these parts, being in the granite region, are well stocked with salmon trout, speckled trout, whitefish, bass and ling, all affording good sport with rod or troll. The hunting



DWIGHT, ONTARIO—LAKE OF BAYS REGION.

is also very good, and among the game to be had, to the heart's content of the sportsman, may be mentioned deer, otter, duck, partridge and wild geese, all of which are found in abundance.

For invalids and those suffering from weak lungs, malaria, or hay fever, this region is beyond compare. Being situated at an altitude of 1,000 feet above Lake Ontario, the air is found to be most invigorating and pure, and its efficacy is pronounced for cases of consumption and the ailments mentioned above. The waters of the lakes have also been found most beneficial for the relief of kidney diseases.

Good boating, bathing and fishing are also to be enjoyed at any of the resorts in this district.

On the west shore the dark-wooded mainland rises abruptly, while the river comes singing in from the east. Sail around the entire shore line, leave and sail all the other lakes in the "Highlands of Ontario," and there will remain with you the memory of Norway Point, Point Ideal, Britannia, and more distinctly still, Dwight Bay, the Beautiful.

Dwight Bay, with its green shore curving caressingly around it, and sloping gently and gradually back, sheltering groves with open evenness running down to the water edge, through which we get glimpses of open fields beyond, long reaches of slanting sandy beaches, where babes can bathe in absolute safety; cunning little cottages, picturesque summer houses, the white church, the schoolhouse, the hotel; all are a faint hint of a picture of this beautiful bay. Dwight is its own best advertisement. The fact that the first visitor to this comparatively new resort came twenty years ago from a certain city in the State of New York, went home happy came again and again, bringing each year others from the same section of that interesting State, speaks well for the Lake of Bays generally, and for Dwight Bay in particular.

The Huntsville District affords every variety of scenery. The calm pastoral of Vernon, the romantic and ragged mountainous grandeur of Hollow, the fine bathing and quiet scenery of Lake of Bays, and the picturesque beauty, coupled with the unsurpassed fishing and hunting along the entire chain, lend to these waters an attraction and a charm. The ease with which any point along the system may be reached, and the facility with which from the solitude of primeval forests, deep glades, mountain dells, babbling brooks and

enchancing lakes (the haunts of fish and game), the tourist may find a base of supplies, together with the superiority of the scenery, are among the causes rendering these lakes such favorite camping resorts.

THE BIGWIN INN.

A tribute to the merits of the Lake of Bays as a vacation region is found in the fact that it was chosen as the location for the largest and most modern summer resort hotel in the Dominion of Canada—the Bigwin Inn. This magnificent enterprise was opened for the reception of guests during the season of 1920.

The Inn is situated on Bigwin Island, one of the loveliest spots in a district famed for scenic beauty. This island was the favorite camping ground of the Iroquois when the red man was a power in the land, and it received its name from one of the chiefs of that race. Magnificently wooded, with many springs of cool, clear water, and with sandy beaches jutting into the blue of the lake, it is a spot designed by nature for the delectation of mankind. The island is two and one-half miles in length and more than half a mile in width. The whole of Bigwin Island, with its scores of woodland trails leading down to the water's edge, forms a summer domain such as few hotels in the world possess.

The inn comprises a series of buildings, substantial in character and beautiful in design. The materials used are concrete and stone, the whole enterprise being modelled with a view to making it practically fireproof. The Inn has accommodation for five hundred guests, and it is designed on such a scale that every guest is assured of the maximum of comfort. For example, the dining hall, which is an architectural gem



THE BIGWIN INN.

LAKE OF BAYS.

in Venetian style overlooking the waters of the lake, has a seating capacity sufficient to allow of every guest in the hotel dining at the one time.

The guests' sleeping rooms are situated in the East and West Lodges, each of these buildings having one hundred and fifty-two rooms. The lodges are situated in shady avenues of trees, and will be found quiet and restful at all times. Every room has running hot and cold water, and there is a bathroom between every pair of rooms on the two main floors, while large public bathrooms are also provided.

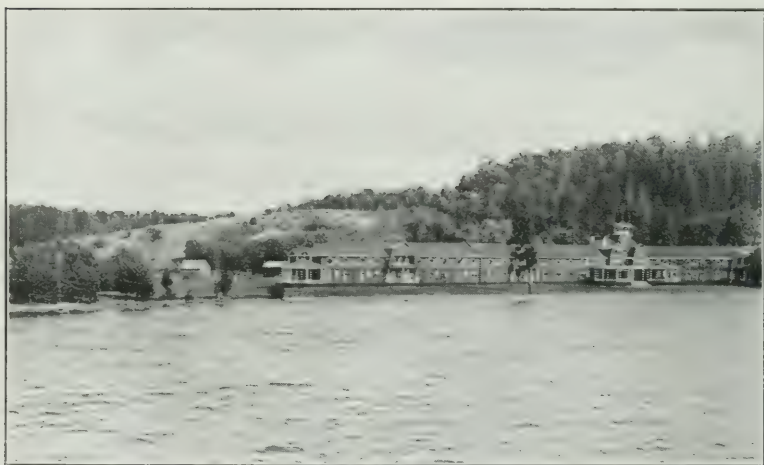
In the social hall, or rotunda, are commodious writing, reading and card rooms. This hall is admirably suited for indoor recreations and has no fewer than nine large open fireplaces. In this building are located the hotel offices. The dancing pavilion and boathouse are on the lakeshore.

NORWAY POINT, LAKE OF BAYS.

One of the most charming parts of the "Lake of Bays" District is Norway Point, a popular haven for a colony of summer residents who have erected a number of picturesque cottages. This point has been chosen as the site for a new hotel which has been constructed recently for the accommodation of those who do not wish to be bothered with the cares of housekeeping and desire the rest that is found in a life of ease at a resort where the comforts of home are found without the worry and cares of city life. This new hotel has been named the "Wawa," which is the Indian word for the "Wild Goose." It contains one hundred rooms, arranged so that they may be occupied singly or *en suite*. Besides

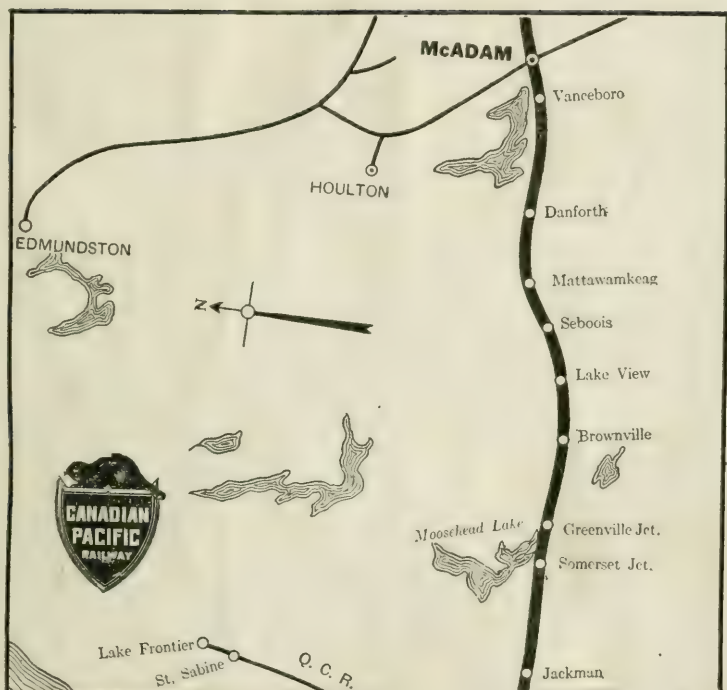
the public baths that are found on each floor, there have been provided twenty-two private baths in connection with bedrooms *en suite*, a feature which will be very much appreciated by patrons of the district. Hot and cold running water in each bedroom.

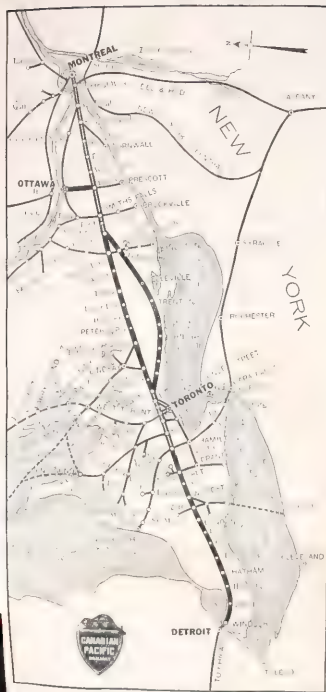
The structure is built after the cottage style of architecture and rises to a height of two stories only. On the first floor on entering is found the spacious rotunda and sitting



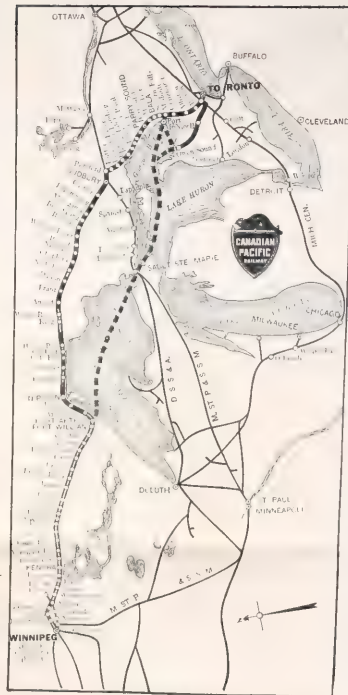
THE WAWA HOTEL, NORWAY POINT, LAKE OF
BAYS DISTRICT, HIGHLANDS OF ONTARIO.

room, also the office. This room is large and will be the favorite spot for "lounging." Large open fireplaces have been provided in the sitting rooms and rotunda, where the log fires will burn when needed on a cool morning or evening in the early or late part of the season. Upstairs, in addition to the suites of bedrooms, will be found ladies' parlors, writing rooms and cozy corners.





MONTREAL TO DETROIT



TORONTO TO WINNIPEG-LAKE AND RAIL ROUTE



MONTREAL TO QUEBEC AND McADAM

The dining room extends from the rotunda to the rear of the building, and is a large, bright room, lighted from both sides, and with seating capacity for 150 people.

The beach at this point, within a couple of hundred yards of the hotel, is about two thousand feet in length, and is a perfect one for bathing and safe for children. It has a hard, sandy bottom, with a gradual slope to deeper water. This beach will no doubt be one of the most attractive pleasures of the resort. A fringe of balsam and pine trees runs along the shore within a few feet of the water, and forms a delightful shade for the bathers and those who do not bathe. It is the purpose of the management of this new hotel to offer the maximum of comfort and service at a reasonable price, and the charges have been made to meet the most modest pocket-book, as well as those wishing more pretentious surroundings.

The Huntsville and Lake of Bays Navigation Company have built at this point a new and commodious wharf on which is erected a covered pavilion for dancing and other amusements. An orchestra will be in attendance during the summer season. This auxiliary to the hotel will be a great boon to the guests, and is placed sufficiently far from the hotel as not to interfere with those who wish for quiet and rest.

A special feature in connection with the hotel is the pure spring of clear water that is on the hotel property and from which the hotel supply is drawn. This water is absolutely pure, as clear as crystal, and is considered one of the best assets of the resort. The hotel is situated on a flat plateau at the foot of a well-wooded bluff rising to a height of about 150 feet, and from its summit a grand view of the surrounding country may be obtained.

TO MONTREAL BY CANADIAN NATIONAL RAILWAYS VIA OTTAWA.

Speeding eastward out of Toronto's Union Station the fine all steel trains operated by Canadian National Railways wind out along the lake shore and continue for mile after mile skirting the blue waters of Lake Ontario passing through Oshawa, Port Hope, Cobourg and Trenton to Belleville. From here to Napanee the line follows the shore of the Bay of Quinte after which it strikes through a rocky, rugged section to Sydenham at the entrance to that famous summer wonderland of lakes, islands and shadowy rivers known as the "Rideau Lake District".

Through the lake country past Chaffey's Locks and several other charming little spots nestled on the shore of some clear smiling lake, the train speeds to Smith's Falls and then winds through a fine stretch of pastoral scenery, crosses the Jock River, and follows the Rideau Canal to Ottawa, the capital of the Dominion with its fine Gothic Houses of Parliament and other interesting buildings.

The "National" service between Toronto and Ottawa, a distance of 250 miles, is second to none on the continent.

From the Capital there is a choice of two routes to Montreal, one over the G.T.R. via Coteau Jct., and the other via Canadian National, which follows along the historic Ottawa River with the hazy blue Laurentian Hills ever in view, until Grenville is reached. The little French lumbering towns fly by in rapid succession until we arrive at Cartierville where the locomotive is changed to a 2400 volt electric engine, which speeds for $3\frac{1}{2}$ miles at a depth of 600 feet below the summit of Mount Royal into the gay, grand City of Montreal, the commercial metropolis of the Dominion and one of the greatest ports.

TO MONTREAL BY THE C. P. R.

It is a pleasant ride from Toronto eastward via either route, in the luxurious cars of the Canadian Pacific Ry., which run through an interesting and picturesque part of the country. The Havelock route is past the famous fishing lakes at the headwaters of the Trent, past Peterborough, the point of entry to the Kawartha Lakes, on the Otonabee River, which here falls 150 feet within a few miles, affording immense water power to the many large mills and manufactories in the neighbourhood; past Tweed, the centre of a rich farming and dairying district; Kaladar, for Bon Echo and Lake Mazinaw District; and Sharbot Lake, where connecting lines lead to Kingston at the head of the Thousand Islands, through whose wonderful maze and the numerous rapids of the St. Lawrence the trip to Montreal may be continued. From Smith's Falls (129 miles from Montreal) branch lines extend to Brockville on the St. Lawrence, and to Ottawa, and passengers instead of proceeding direct to Montreal, may here change their route and proceed via the capital, Ottawa.

The Lake Ontario Shore Line, an alternate and equally popular route to Montreal, runs within easy distance of Lake Ontario, through the busy towns of Bowmanville, Port Hope, Cobourg, Trenton and Belleville. A full description of these towns will be found in the next few pages. Leaving Belleville, this line diverts in a northeasterly direction towards Perth, connecting at Tichborne Junction with trains from Sharbot Lake to Kingston, and meeting the older line at Glen Tay, six miles west of Perth, forming a double track route into Montreal.

From Smith's Falls the celebrated fishing resorts of the Rideau Lakes may also be reached by steamer. The trip to Montreal by rail, however, is equally interesting. Passing

through a well-settled section, quaint old French villages are touched, and a glimpse obtained of *habitant* life. The Ottawa river is crossed at Ste. Anne, made famous by its picturesque beauty and the magic pen of the poet Moore, who wrote here his memorable Canadian boat song, and soon the mighty St. Lawrence comes into sight. The approach to Montreal through orchards, farms and pretty villages furnishes a pleasing view, the train running on elevated tracks almost in the heart of the city. The tourist is landed at the imposing Windsor Street Station, one of the finest depots in Canada, near which are many of the chief points of interest which delight the sight-seer. From this station, trains leave for New York, Boston and New England points, the Maritime Provinces, Chicago and the Western States, and for Toronto, Ottawa, the Soo, the Canadian North-West and the Pacific Coast.

TO MONTREAL BY GRAND TRUNK RAILWAY.

After leaving Toronto by the Grand Trunk Railway, the first place of any importance we come to is

BOWMANVILLE,

a thriving town of about 5,000 inhabitants, in the midst of a very fine agricultural district, and prettily situated on an elevated plateau, from which two streams run on either side into Lake Ontario. About two and a half miles from the town is its port, styled Port Darlington, which affords excellent harborage. The next place of importance is

PORT HOPE,

situated sixty-three miles from Toronto. A small stream that here falls into the lake has formed a valley, in which, and on the rising hills beyond, the town is situated. The harbor formed at the mouth of this stream is one of the best on the lake. Port Hope is a very pretty town; it is incorporated, and contains over 5,000 inhabitants. On the western side, the hills rise gradually one above another, the highest summit called "Fort Orton" affording a fine prospect, and overlooking the country for a great distance.

COBOURG

lies six miles below Port Hope. It is a town of about 5,000 inhabitants, and is situated in the centre of an exceedingly fertile section of the country. Its harbor is safe and commodious, and a large quantity of grain, produce, etc., is annually exported. It is very prettily laid out, and its streets are adorned with numerous elegant residences and public buildings. It is a popular and healthy summer resort, and the many summer residences add to the beauty and picturesqueness of the place.

About 30 miles east of Cobourg, and 12 miles west of Belleville, on the, and at the meeting of the beautiful River Trent with the Bay of Quinte, lies the town of

TRENTON,

beautifully situated at the base of a mountain, and surrounded by a charming country whose fertility is famous. Its population numbered 4,764 by the census of 1911, and it is the seat of an extensive lumber and milling industry. The country watered by the River Trent is very picturesque, and is considered one of the most desirable shooting, fishing and camping grounds on the continent. Traced to its source, the Trent passes through Rice Lake, reserved by the Govern-

ment for fishing purposes on the payment of a small sum ; and, from the quantity of wild rice which gives to it the name, and fringes its borders, it is the home of the wild duck and other fowl. The River Otonabee is reached further on, also Brighton for Presqu' Isle Point. Passing through Peterboro,

LAKEFIELD

nestles in quiet beauty, where it widens into the Lake of Rapids. A few days fishing and shooting is recommended in the far-famed sporting district of Rice Lake.

PETERBOROUGH.

may be easily reached by the Grand Trunk R'y. from Port Hope or Belleville, and by the Canadian Pacific direct from Toronto to Peterborough. Peterborough is a thriving town



THE LIFT LOCK, PETERBOROUGH.

surrounded by a most productive as well as attractive country; it is now aspiring to the dignity of a city, having more than 18,000 inhabitants. It is joined to the village of Ashburnham, opposite, by a fine bridge. The river has excellent fishing, and canoeing is much in vogue amongst the inhabitants—a taste which has been fostered by the superior article turned out by the local canoe builders who have attained a world-wide reputation for these craft.

Having made this pleasant *detour*, we return to the railway lines along the north shore of Lake Ontario, and reach

BELLEVILLE,

a city of considerable importance, with a population of over 11,000, situated on the Bay of Quinte, 44 miles from Cobourg. It is well built, well lighted, and possesses a fine harbor, with an unlimited water power supplied by the River Moira, which passes through the city and furnishes power for the numerous manufacturing industries of the place.

KINGSTON

is reached 50 miles further east. A settlement was begun here by the French under Governor De Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac, and received his name.

This fort was alternately in the possession of the French and the Indians, until it was destroyed by the English under Col. Bradstreet, in 1758. In 1762 the place fell into the hands of the English, from whom it received its present name. Pleasantly situated at the head of the Thousand Islands, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinte and the great Cataraqui Creek, are united to form what is now the St. Lawrence proper. From this place to the Gulf of St. Law-

rence the distance is 700 miles. Including the series of lakes to the head of Lake Superior, the total length of this great inland water course is about 1900 miles.

As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are constructed for the reception of numerous cannon and mortars of the largest calibre. These, together with neighboring Martello-form towers, provide a formidable and efficient defence against any aggressive movement which might be directed against the city. The Royal Military College is situated here.

Kingston possesses two colleges, and has several handsome public buildings, such as the Court House, Custom



ON THE RIDEAU.

House, City Hall, Banks, Post Office, etc., not forgetting the imposing Sir John A. Macdonald monument in the park. The population is about 20,000. Adjacent to the city is Portsmouth, where are located the Provincial Penitentiary and Rockwood Lunatic Asylum. Opposite Kingston are Wolfe and Garden Islands, between which and the city lies the bay, a beautiful sheet of water.

Kingston is 172 miles from Montreal, and at this point, which is also reached from Buffalo and Toronto by G.T.R. direct





and by C.P.R. through its connecting lines, we purpose leaving the train, and continuing our journey by water on one of the steamers of the Canada Steamship Lines, Limited.

The tourist can become enlightened upon the beauties of one of the choice spots of Canada by making the run from Kingston to Ottawa through the Rideau Lakes.

TORONTO TO MONTREAL VIA CANADA STEAMSHIP LINES (LTD.)

The first port of call after leaving Toronto is the village of
CHARLOTTE, N.Y.,

lying on the southern shore of Lake Ontario, seven miles north of the city of Rochester, and a good point of embarkation for the trip. Charlotte is situated at the mouth of the Genesee River, and is the port for the tourist business,



STEAMER "TORONTO"

ROCHESTER

is regularly laid out, with well-paved streets, bordered with shade trees. It proudly claims the title of the "Flower City," from the numerous nurseries situated there, and is

noted for its many fine buildings and private residences. The University of Rochester is a fine structure. The falls of the Genesee River are among the natural attractions.

Leaving Charlotte, the steamer sails down Lake Ontario on her way towards Kingston, where she is due to arrive early next morning, enabling the tourist to view all the scenery down the river to Montreal by daylight.

THE THOUSAND ISLANDS.

The Thousand Island region is practically an estuary of Lake Ontario, projected from its eastern extreme, and thickly strewn with rocky islets of all shapes and sizes. The actual number of islands, when considered as fragments of soil or rock projected above the surface of the water, is dependent largely upon the slight effect of a dry or wet season, a fall of a foot in the depth of the river adding very materially to the count. In the Treaty of Ghent the islands are officially stated as numbering 1692.

This remarkable archipelago begins near Kingston at the outlet of Lake Ontario, and extends some forty miles down the river to Brockville. They present to the view of the passing traveller everything conceivable in the way of an island from a bare rock a yard across to an island covering many acres, some heavily wooded, some covered merely with grass, some cultivated as farms, some containing only a beautiful summer residence with its surrounding pleasure-grounds, and others fitted up with rustic seats and tables for pleasure parties. Some of the islands are hilly, while others scarcely rise above the water's surface, and viewed from the deck of a steamer winding its way among them, make an impression upon the mind that memory tenaciously clings to. Between and among these thread innumerable channels, here pouring a swift and crystal tide through some pent up chasm, and there forming in deep, still pools much loved by the wary

black bass, 'neath the shadow of some castellated crag. Of course these localities are the haunts of sportsmen, especially those who enjoy fishing and wild fowl shooting, and every facility for these pursuits, as well as for boating and other watering-place recreations, is furnished by the summer hotels among the islands.

At times the vessel passes so close to the islands that a pebble might be cast on their shores. Again looking ahead, it sometimes appears as though further progress is effectually barred, but the boat winds about tortuous passages until a "clear road" is once more seen. Suddenly the river seems to come to an abrupt termination, but approaching the threatening shores a channel suddenly appears, and you are whirled into a magnificent amphitheatre lake. This is, to all appearances, bounded by an immense green bank. At your approach the mass is moved as if in a kaleidoscope, and a hundred little isles appear in its place.

These ever-varying features, and the constant change of vista afforded the voyager, overflowing at every turn with unexpected instances of those combinations of water, land and sky which we recognize as beautiful, make up the charm and glory of the upper St. Lawrence River.

These islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels amongst them, they afforded an admirable retreat for the insurgents in the Canadian insurrection of 1837 and for the American sympathizers with them, who under the questionable name of "Patriots" sought to overthrow British government in Canada. Among these was one man, "Bill Johnson," who, from his ability and daring, became an object of anxious pursuit to the Canadian authorities. Here he found a safe asylum, through the devotedness and courage of his daughter "Kate," whose skilful management

of her canoe was such that with hosts of pursuers she still baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing from one place of concealment to another under the shadow of night.

The trip by steamer among these islands lasts for several hours, and for scenic effects and variety of picturesque views is simply unrivalled. It is unique and without a parallel in the world. The International Boundary Line between Canada and the States is laid in mid-stream, thus dividing the ownership of the islands between both countries. While many of them might as well be situated in an unexplored wilderness for all the trace of civilization they show, a great proportion of the larger ones bear the handsome summer residences of wealthy people, and at different points fine hotels have been erected, the most popular of them being surrounded by cottages, presenting the appearance of thriving villages, while the snowy tents of camping and picnicking parties are here, there and everywhere upon the smaller isles, as the fancy of their occupants dictates. All the great hotels and the most imposing summer residences are upon the American side, but it does not follow that the portion south



OVEN ISLAND, NEAR ALEXANDRIA BAY.



ST. LAWRENCE RIVER BOATMAN.

of the International Line is the finest ; on the Canadian side, particularly in the vicinity of Horse Block Point on the North Shore (mainland), is beautiful Stave Island, an ideal spot for sportsmen and campers. Here is found the most beautiful scenery, by far the best fishing on the St. Lawrence and the most desirable sites for camp or cottage.

GANANOQUE.

On the route through the Canadian Channel east of Kingston, the first place of importance on the North Shore (Canadian side) after leaving Kingston, is the pretty town of Gananoque, about 18 miles to the east, and situated at the confluence of the St. Lawrence with the Gananoque River.

Gananoque was famous as a health resort long before the white man settled there. Before civilization reached the lake and river regions in its march, the Indians of the upper Ontario lake territory, suffering with malarial diseases, were wont to tour in their canoes down the shores of the lake until they reached the St. Lawrence, passing the spot where Kingston now stands, finally halting at the point where the swift running and rock-riven Cadanoryhqua river joined its waters with the St. Lawrence. The Indian name "Cadanoryhqua" was pronounced as if spelled "Gananoque," and translated means "Place of health" or "Rocks seen under running water," the location relieving the red men of their malarial difficulties. The place was located by them as the "Place where the running water danced over the rocks."

The town has a population of about 5,000 and is noted for the number and variety of its manufactures. To the tourist, however, its chief interest lies in the fact that it is almost in the midst of the Thousand Islands, and is easily accessible by rail and steamer from all points.

The Gananoque Inn and the International and Provincial hotels afford excellent accommodation for tourists and fishermen.

Upon reaching the dock at Gananoque one at once realizes that he is in the heart of the Thousand Islands.

THE GANANOQUE INN.

(A. ARCH. WELSH, PROPRIETOR)

The Gananoque Inn affords excellent accommodation



THE GANANOQUE INN.

for tourists and fishermen. Open the middle of June for the summer season, it caters to the wants of the tourist during the summer months as well as looking after the hunter in the fall, and spring fisherman who casts his line in the early days after the winter has left us. The Inn has been conducted by the proprietor, Mr. A. A. Welsh for many years.

The illustration gives an idea of the proportions of the Gananoque Inn, and the beauties that surround its confines. The steamer which has just left the Inn wharf is one that makes what is called "Daily Rambles" through the islands, and a most enjoyable trip it is. The consensus of opinion of those who have been through the channels in the Thousand Islands on the Canadian side is that it is the most beautiful part of this well known territory, and a trip



taken through that portion of this famous resort is one never to be forgotten.

Ladies and gentlemen alike enjoy the fine views from the verandahs. An amusement hall for children is provided; also a bowling alley, billiard room, tennis and bowling green.

The hotel launch makes afternoon runs among the islands, and guests never tire of this magnificent trip.

The American Canoe Association holds its annual meet during August at Sugar Island, which is near the hotel.



A CROWN LAND FIREPLACE.

Canoe sports are held each day during the meet. Especially interesting are the war canoe races.

To partake of an island dinner (cooked by the guide and furnished by the hotel free of charge) is a feast never to be forgotten.

In the St. Lawrence are found the maskinonge, the black bass, the pickerel, and almost all of the other varieties of less gamey fresh water fish, such as the wall-eyed pike, the perch, rock bass, etc. Skilled fishermen, with elegant boats, complete fishing outfits, bait, etc., may be hired by the day or week. The boat



AMERICAN CANOE ASSOCIATION'S CAMP.

livery adjacent to the hotel is stocked with St. Lawrence launches, skiffs, sailboats, canoes, etc.

Tourists from the west can leave Toronto at 1.50 p.m. (G.T.R.) and arrive at Gananoque in time for supper and a pleasant evening before starting on a trip down the St. Lawrence.

HEART OF THE THOUSAND ISLANDS ROUTE. GANANOQUE AND BROCKVILLE.

Since the Government of the Dominion of Canada sold a portion of the Islands (formerly an Indian Reservation) much has been done in the way of settlement and improvement on the Canadian channel, on the North Shore of the St. Lawrence between Gananoque and Brockville.

The steamer leaves Gananoque in the early morning and runs down through the Gananoque Narrows at Mac-



STEAM YACHT AT STAVE ISLAND ESTATE.

up through the islands on the North Shore where there is the best of fishing.



SAILING RACES, GANANOQUE.

While the "Heart of the Thousand Islands Route" is applied to the run from Gananoque to Brockville, which em-



LOST CHANNEL AND FIDDLER'S ELBOW.

braces the most numerous islands and intricate channels, the actual spot which is "The hub," as it were, of this portion of the river is the Lost Channel and Fiddler's Elbow.

The celebrated "Fiddler's Elbow," and the "Lost Channel," are within speaking distance of the famous "Echo Rock." The fishing and scenery here are acknowledged to be the grandest on the river.

Immediately opposite Alexandria Bay, on the Canadian North Shore, is the village of

ROCKPORT.

Rockport is situated twenty miles west of Brockville, and fifteen miles east of Gananoque and three miles from Alexandria Bay, from which point many American sportsmen cross the river to avail themselves of its attractive fishing grounds.

Midway between Rockport and Brockville, on the river, seven miles from Alexandria Bay on the North Shore of the St. Lawrence River, is situated Poole's Resort.

From Poole's to Brockville, Corn Island, a beautiful and well situated island in mid-stream, and Chimney Island, the relic of an old fort, on the North Shore are passed. Having made a detour through the Canadian channel we return to the route through the American channel at

CLAYTON.

Originally "French Creek," was called Cornelia until 1823, when it was re-christened Clayton, presumably in honor of the Delaware senator of that name. It is the first stopping place of the large steamers on the American side and is the N. Y. C. R. R. terminus for the Thousand Island resorts. Fine fishing is found in the immediate vicinity. Experienced and attentive oarsmen, the best of boats, and splendid hotel accommodation render this the favorite resort for fishing parties. All lines of steamers stop at Clayton.

There is no better fishing in the world than is to be obtained in the St. Lawrence River at Clayton. The waters teem with black bass, pickerel, maskinonge and wall-eyed pike. Expert river guides and boatmen with first-class boats can be engaged at any time.

It is well to note here that the river is about seven miles in width at Clayton—all of the land seen to the westward

and north from the steamer's deck being islands, beyond which, at a distance of about four miles, the International Boundary line is drawn in midstream. Immediately opposite Clayton about one mile distant is Calumet Island owned by the late C. G. Emery of New York, being one of the ideal private residences of this section.

At certain centres of these transient communities are landings for steamers and objective points for the traveller, the first of them being at Round Island, which lies to the east of Clayton, whose shores are embellished with scores of tasteful, and in some instances, costly cottages.

FRONTENAC.

(Formerly known as Round Island.)

Frontenac is situated in the American channel of the St. Lawrence River, within the confines of New York State, and embraces within its domains one hundred and fifty acres of richly diversified land. It is but a quarter of a mile from the American shore, but the Canadian shore is seven miles distant. It is twenty miles to the east of Lake Ontario, and Ogdensburg lies forty-two miles to its north. In length it is just a mile, its width varying from eight hundred to twelve hundred feet. It is one mile from its nearest railroad station, Clayton.

Toward the main shore the coast is thickly adorned with forest growth, and has a gradual elevation from the water's edge. On the other side the contrast is marked by a rocky boldness, from which magnificent vistas are to be enjoyed while the interior is undulating in character. The hand of man has proved of marked assistance to Nature, and the summer residents have greatly improved the beauty of the spot.

The magnificent Hotel Frontenac, situated on the highest front of the Island, was in 1911 destroyed by fire and has not yet been rebuilt. It is understood a magnificent fireproof hotel will be erected on the site of the Frontenac in the near future.

A very short distance from Clayton, and opposite Round Island *en route* to Thousand Island Park is Murray Island.

THOUSAND ISLAND PARK.

Thousand Island Park began as a religious summer encampment under the charge of a Methodist organization, which purchased a large territory at the head of Wellesley Island. Since 1875 nearly 400 cottages and several hotels have been built there, also an immense tabernacle for worship on Sunday, and for lectures, concerts, and the instruction of classes during week days; but the enjoyment of yachting, boating, fishing and flirting takes up much more time among all the visitors and residents than does attention to the season's instructive exercises. At the lower end of Wellesley Island is situated Westminster Park, under the influence of the Presbyterian church.

From this point to Alexandria Bay, a distance of about seven miles, the stream is contracted upon the American side of the river to a width averaging about a quarter of a mile. Groups of small cottages line the rocky banks of Wellesley Island upon the left, and at some points on the mainland. Situated midway between Alexandria Bay and Thousand Island Park, on the American channel, is St. Lawrence Park. Beautifully located on a slightly elevated plateau of lawn and flower beds is the attractive Hotel, a place of inspiration for those who wish to be in view of the fashionable social life of the St. Lawrence, but not "of it."

At the commencement of the widening out of the St. Lawrence, after passing the narrow channel from Thousand Island Park, we come to

ALEXANDRIA BAY

which is the very centre of summer life in the Thousand Islands. As a summer resort Alexandria Bay is fairly entitled to the name of the "Saratoga of the St. Lawrence." It is one of the most popular, as well as one of the most ultra-fashionable watering-places in America, and among its cottage owners



CASTLE REST and HOPEWELL HALL.

and regular visitors are many who have distinguished themselves in various walks of life.

Some two or three hundred yards below the village is a position from which one hundred islands can be seen at one view. Within sight of "The Bay," are the beautiful lawns of Westminster Park, the handsome villas of Hayden Island, the commanding situations of Mr. Hart's "Eyrie," George M. Pullman's "Castle Rest," W. C. Browning's "Hopewell Hall," and the breezy site so dear to the lamented Dr. J. G.



HEART ISLAND—BOLDT CASTLE—ALEXANDRIA BAY.

Holland, "Bonnie Castle," the rugged promontories of Carleton Island, associated with scenes of the early French history of the continent, and many others, named and unnamed, upon which nature has left her sweetest impress.

For over half a century Alexandria Bay has been the most attractive and popular resort for fishing parties and tourists visiting the Thousand Islands.



BOLDT ESTATE CANAL.

ALEXANDRIA BAY

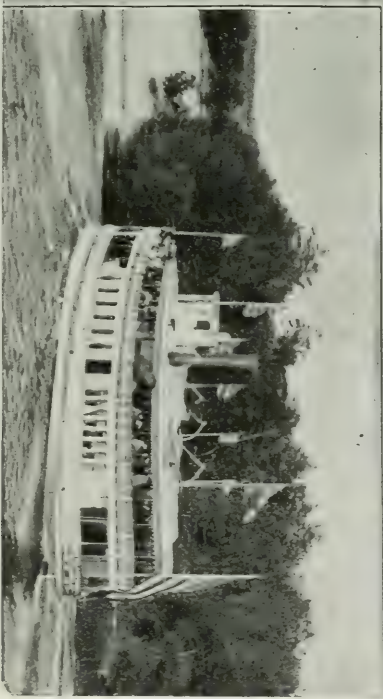
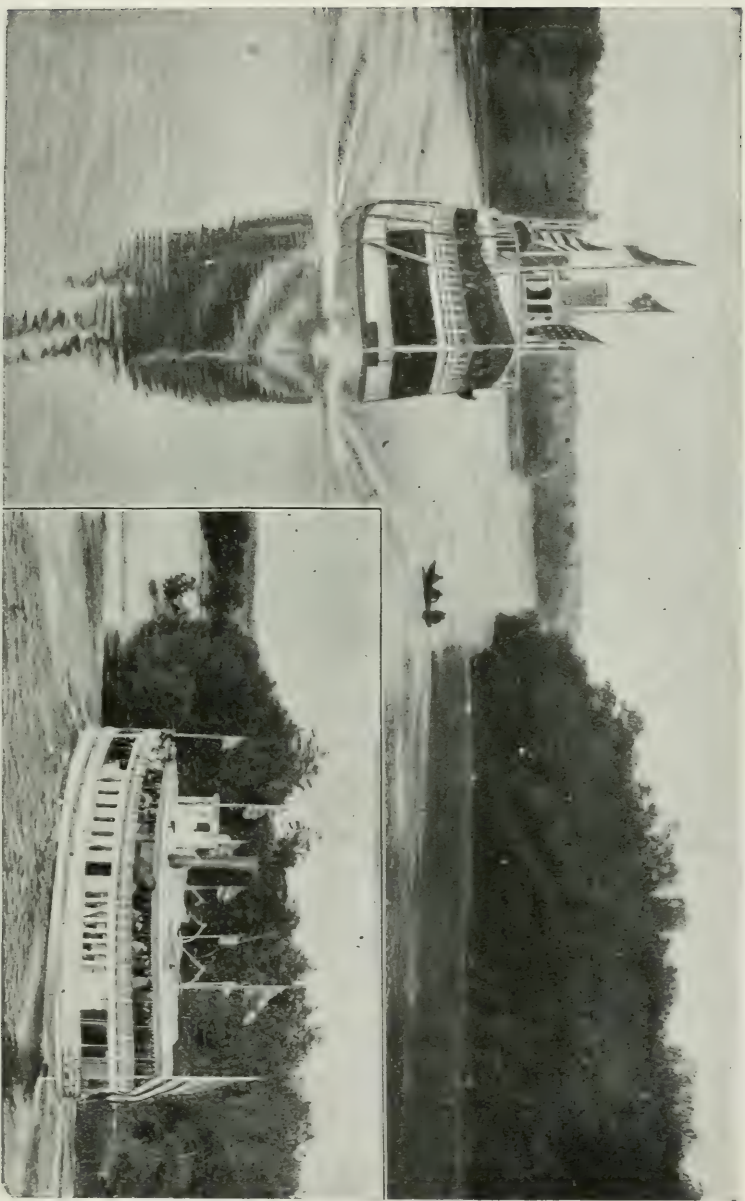
In the vicinity of Castle Rest and Hopewell Hall is the new Thousand Island Yacht Club house, with its tennis courts, bowling alleys and other attractive features, for those of the wealthy Island residents who are wont to congregate there. On Wellesley Island, the late Mr. George C. Boldt purchased several hundred acres which he transformed into a model stock farm. This farm extends to the Lake Waterloo



A GLIMPSE OF BOLDT ESTATE—ALEXANDRIA BAY.

and the famous "Rift." The majority of the most ornate and costly island properties, which have made the Thousand Islands so famous, are located in the immediate vicinity of Alexandria Bay.

The late Mr. Boldt formed a golf club with club house accommodation adjoining his farm, and has constructed a Venetian canal about his farm house and tennis cottage.



STEAMERS AMONG THE THOUSAND ISLANDS.



THE THOUSAND ISLAND HOUSE.

The Thousand Island House (Wm. H. Warburton, Proprietor), was built by the late Col. O. G. Staples in 1873 and was successfully conducted by him for many years and for seventeen years with the present proprietor as chief clerk and Manager. This site was always a popular one and on the death of Col. Staples the property was purchased by Mr. Warburton. The house has been refurnished and decorated, and every detail put in complete repair and many private bath-rooms have been added, and the plumbing renewed throughout. The hotel has been built upon a magnificent scale in a beautiful location, and is convenient and easily accessible to the best fishing grounds and islands of the river.

It has accommodation for 700 guests, and visitors stopping at the Thousand Island House will find the rest, comfort and attention which they seek.

THE THOUSAND ISLAND HOUSE.



The atmosphere of this place is an absolute cure for hay fever, insomnia and pulmonary complaints.

The main building of the Hotel is 276 feet long and 66 feet wide. The eastern portion is five stories high and the western, four stories, this difference being occasioned by the uneven lay of the rock upon which it is founded. A tower, 24 by 27 feet, rises 160 feet above the foundation. Under the east end is a natural cellar in the solid rock, 150 feet long.

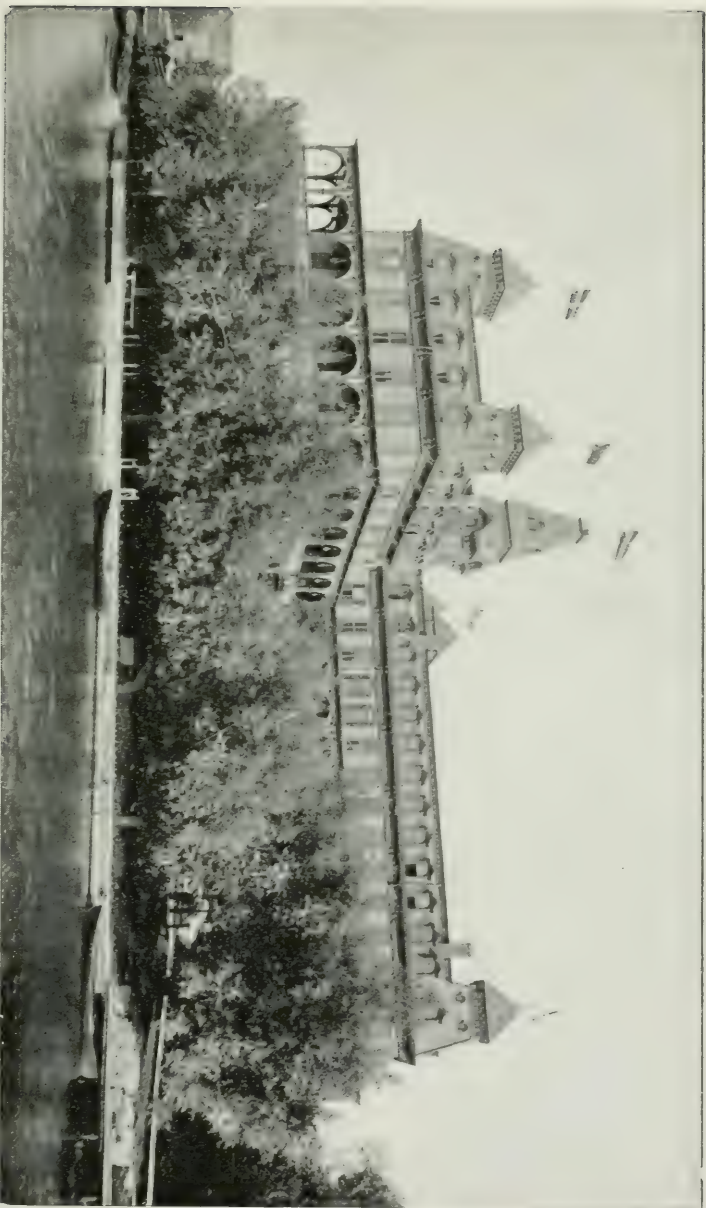
On the first floor, constituting the east end story mentioned before, are the office, reception and reading rooms, cafe and dancing floor, fronting the river, making it delightfully cool; barber shop and washroom, the whole being 100 feet by 50.

Last season the new "Peacock" Chocolate Room was opened. This room has the finest Soda Fountain in the Thousand Islands, built at a cost of \$6,000. An Orchestra and Dance floor is a feature in the "Peacock Room."

On the second floor are the grand entrance hall, reception rooms, private dining-room, parlors, bed-rooms, bath-rooms and the public dining-room.

The house is lighted by electricity. A grand promenade is furnished by the veranda, which, connecting with the hall on the first floor, gives a length of 624 feet. Every facility is afforded to guests for seeing and enjoying the scenery and amusements of river and islands. Row boats and guides may be obtained by applying at the Hotel office.

A Casino built on a small island opposite the Thousand Island House contains four Bowling Alleys, and a Grill for the accommodation of guests. Adjoining the Casino on the island is a large swimming pool with a depth of 18 inches for children, properly fenced in, to 8 feet for expert swimmers, bathing houses and suits for ladies and gentlemen, and experienced attendants in charge.



THE CROSSIN HOUSE, ALEXANDRIA BAY.

WM. H. WARBURTON, PROPRIETOR.



THE CROSSMON HOUSE.

The Crossmon (Mr. Wm. H. Warburton, proprietor) as the illustration shows, is an elegant five-story building, constructed in the most substantial manner, has been an institution at Alexandria Bay for over 40 years. This hotel has been acquired by Mr. Warburton, and will be conducted on the American and European plan. It is most charmingly situated, close to the river on the north, with the little gem of a bay, from which the village takes its name, on the east, thus having two water sides.

The hotel will accommodate 300 guests, and the service will be found all that could be desired. It has verandas around the second and third stories, and is topped by seven towers. The grounds about the hotel consisting of three acres, are nicely graded, having a tennis court, etc., and at the Crossmon docks plenty of good boats are always in readiness for fishing parties.

THE BEST WAY TO SEE THE ISLANDS.

Inquiry is often made as to the best way to see the Islands. Some of those who make this inquiry intend staying there but a day or so. It seems as if such a person were living this life altogether too fast; but if the feat of doing



this resort in one day seems necessary, one of the specially constructed excursion steamers or observation steam yachts which make a regular business of traversing the islands for sight-seers, may be taken from the landing at any of the principal resorts. A fascinating trip of nearly fifty miles through the intricate water channels of both the American and Canadian Islands will unfold to the traveler a very good, but altogether too brief, vision of this fairyland. In this manner a variety of scenery, a combination of nature and art in building and landscape views that rival any scenes of foreign travel, will be unfolded to the eye.

In the evening a ride should be taken on the steamer "St. Lawrence," which carries a powerful searchlight and passes through the principal channels. Nearly all the larger villas and their grounds will be found illuminated in an artistic and unique manner, while the natural beauties of the islands and shores are brought in full view by the expert manipulator of the searchlight.

These sight-seeing rides may be made in one day, and there is no way of learning so much of the Thousand Islands in so short a time. But all who can should stay longer, for not less than a week should be devoted to this interesting locality.

In the first place, the traveler must understand that it is impossible to see this famous scenery to advantage without remaining at least a day or two at one of the numerous resorts situated between Clayton and Alexandria Bay.

It is true that even the short trip in the main channel from Clayton to Alexandria Bay will reveal beauties of which he has never dreamed. Such a wealth of natural and artistic grandeur will be unveiled before him that he will naturally be inclined to think that he has seen it all. This is a mistake made by many, and continuing the same day their journey to Montreal (down the rapids) or returning to Clayton and taking the train for other points, they will for years speak of that enchanting region which they enjoyed so much, and yet have never really seen.

EXCLUSIVE EXCURSION TRIPS AMONG THE THOUSAND
ISLANDS BY THE THOUSAND ISLANDS STEAMBOAT CO.

The Thousand Islands Steamboat Company (now a subsidiary of the Canada Steamship Lines), has handled passenger traffic in the Thousand Islands region for a quarter

of a century, and has the enviable record of never having lost the life of a single passenger. Its management has originated the world renowned special excursions which have made the Thousand Islands famous, and the steamers making these different trips have been constructed with the special purpose of adaptability to the varied conditions arising on each route.

From long familiarity with the difficulties to be met and overcome in connection with navigation among the Thousand Islands, it has evolved a perfection of service which assures its patrons of the choicest routes among the Islands ; it should



be remembered that there is no channel, water course, wild and picturesque scenery, improved island, palatial summer home or object of special interest omitted from its trips.

The beautiful searchlight excursion made nightly by the steamer "St. Lawrence," the most novel and interesting made by any passenger steamer, is taken by 99 out of every 100 visitors to the Thousand Islands, and forms a page in memory's book never to be forgotten—a ramble by night among the finest of the American, and wildest and

most picturesque of the Canadian Islands. The innumerable charms of the Thousand Islands unveiled by the rays of a 1,000,000 candle power search light (United States Navy standard), viewing Fidler's Elbow, The Lost Channel, The Narrows, Echo Point, etc., the elaborate illumination of private islands, cottages and hotels of Alexandria Bay and vicinity leave a lasting impression. We return to Alexandria Bay from the wild and natural North Shore, via the improved and much-frequented American channel.

Resuming the trip down the St. Lawrence from Alexandria Bay, we shortly approach the cluster known as the "Three Sisters"—the eastern sentinels of this extraordinary group of 1000 Islands; and after they are passed, the glittering roofs and spires of the handsome town of

BROCKVILLE

on the Canadian side are sighted. It is built on an elevation which rises from the banks of the St. Lawrence in a succession of graceful ridges, and is one of the prettiest towns in Canada. It receives its name from General Brock, the hero of Queenston Heights in 1812. It is on the line of the Grand Trunk Ry., and a branch of the Canadian Pacific Ry. runs from it to Ottawa, the Canadian capital. Many fine public buildings and private residences attest the prosperity and enterprise of its inhabitants. The hotel accommodation is very good. The population is about 10,000.

Brockville is probably brought more forcibly to the notice of the general public at the present time through the energetic and extensive advertising of a patent medicine manufacturer whose headquarters are situated here and whose enterprise has within a decade placed him in affluent circumstances.

OGDENSBURG

is situated on the American side of the river, directly opposite Prescott and connected with it by ferry. In the year 1748,

the Abbe Francois Piquet, who was afterwards styled the "Apostle of the Iroquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire to embrace Christianity. A settlement was begun in connection with this mission, and a fort called "La Presentation" was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of this fort are still to be seen. In October, 1749, it was attacked by a band of Mohawk Indians, who, although bravely repulsed, succeeded in destroying the palisades of the fort and two of the vessels belonging to the colony. The Abbe Piquet retired from the settlement soon after the conquest of Canada, returning to France, where he died in 1781. Ogdensburg has railroad connection in every direction, and from its facilities for transshipping grain and merchandise, has secured a large forwarding trade from the west.

PRESCOTT,

named after General Prescott, is situated on the Canadian side of the St. Lawrence opposite Ogdensburg, and has 4000 inhabitants. It is one of the most beautiful towns in the valley of the St. Lawrence. Amongst its principal objects of interest are old Fort Wellington, named in honor of the Iron Duke, and the tomb of Barbara Heck, the founder of Methodism in America. Travellers visiting Ottawa, the Canadian Capital, only 52 miles distant by the C. P. R., or those desiring a day's lay-off, will find every comfort and convenience at the well managed Daniel's Hotel.

About a mile below Prescott at a place called Wind Mill Point, the Dominion Government has reconstructed from the old wind mill one of the largest and best light-houses in the Dominion of Canada. It was at this place that in November, '37, the patriots under Von Schultz, a Polish exile, established



themselves, but were driven from it by the Canadian militia with fearful loss. About four miles below Prescott on the American shore is Point Arie, where the State of New York has erected an Insane Asylum costing almost \$3,000,000, the grounds comprising 1,000 acres. On the left of the steamer, and opposite the new asylum, is Chimney Island, on which are to be seen the remains of an old French fortification.

About fourteen miles east, at the foot of the Iroquois Canal, is the village of Iroquois.

The next town on the American side is Waddington; and in the river opposite it is Ogden Island. On the Canadian side is Morrisburg, which contains about 2,000 inhabitants. A short distance below Morrisburg, on the Canadian side, is Chrysler's Farm, where in 1813 a battle was fought between the English and the Americans. Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs, distant about 7 miles, a place of popular resort and of beautiful surroundings.

When six miles below Prescott the descent of the Gallops Rapids is made, being the first rapids of the St. Lawrence; at the head of the Edwardsburg Canal, at this point, the Dominion Government has expended some two and a half

millions of dollars in enlarging the canal, and removing obstructions from the river channel.

Following the descent of the Gallops, another rapid is passed almost immediately ; this is called *Rapide du Plat*. The descent of these rapids is made with a full head of steam on, yet there is scarcely anything to indicate that our steamer is not pursuing its usual smooth and even course, until, after passing Morrisburg, tourists will observe the steamer's increased speed, thus indicating the near approach of the most fascinating and exciting event of the trip.

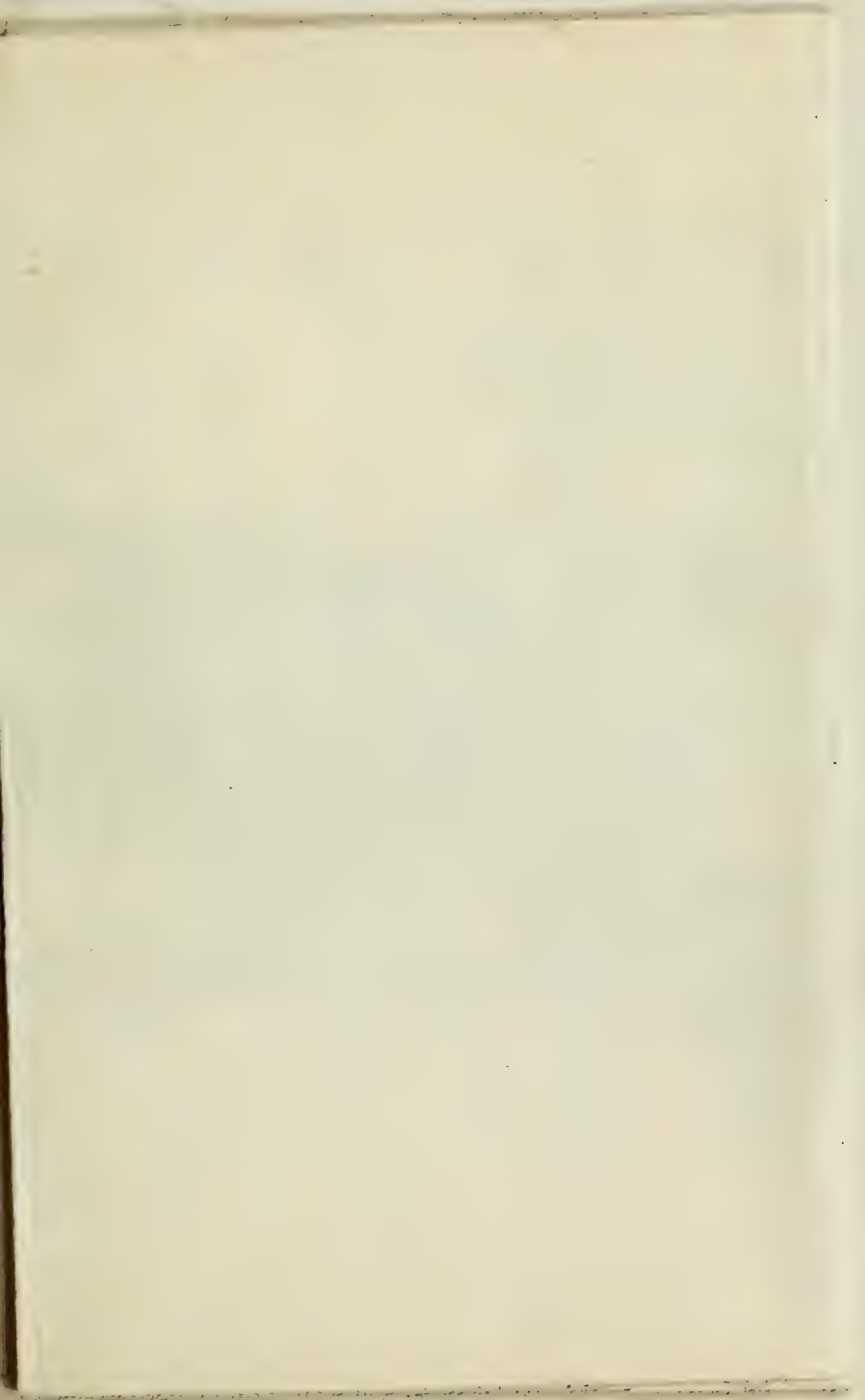
LONG SAULT.

The increasing swiftness of the current of the river soon reveals the fact that we are about to enter the first of those remarkable and celebrated Rapids of the St. Lawrence. "Shooting the Rapids" (as this portion of the voyage is termed) is a most exciting scene, but no one need fear the undertaking, as fatal accidents have been almost unknown. The rapid we now enter is known as the "Long Sault," so called from its extent, it being a continuous rapid of nine miles, divided in the centre by an island. The rapids proper are scarcely a mile and a half in length, but there is a continuance of comparatively swift water for several miles further. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous ; examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes. The first passage made by a steamer down these rapids was about 1840, and then under the guidance of a celebrated Indian named Teronhiahere. The

rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the vessel enters within their influence, the steam is shut off, and she is carried onward by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm ; the staunch steamer strains and labors, but unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong boiling current. Great nerve, force and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid ; for if she diverged in the least, presenting her head to the current, or "broaching to," as the nautical phrase is, she would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder.

When descending the rapids a tiller is attached to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the force necessary to keep the vessel steady while descending a rapid, when it requires four men at the wheel and two at the tiller to ensure safe steering.

A canal 12 miles long, with seven locks, offers safe passage for such craft as dare not try the "shoot," and also permits the passage of steamers on the upward trip. There are four similar canals at other points. But our vessel is already feeling the full power of the stream, and after the first starting thrill of this sliding down a water-step comes a feeling of intense excitement which never abates during the half hour's run of the Long Sault. Like the first experience of the arrowy rush of the toboggan, running the rapids of the St. Lawrence produces a sensation that





cannot be described, but must be felt to be understood. At the head of these rapids is a village of some 500 inhabitants, and known as Dickinson's Landing.

At the eastern entrance end of the Cornwall Canal, which all craft must use on the ascending journey, since none could hope to stem the Long Sault, stands the town of

CORNWALL

which, in recent years, has developed into a notable manufacturing centre. Among the industries located here are large cotton, paper and woollen mills. The government has recently erected a handsome grey limestone building for the accommodation of the Custom House and Post Office. Cornwall has an excellent electric railway service between the G.T.R. depot and the town and wharves.

At Cornwall the "Province Line" runs, and we pass out of Eastern Ontario into Quebec. Near the same point, also, the Boundary Line which divides Canada from the United States recedes from the St. Lawrence, and the course of the river is hereafter in His Majesty's Dominion.

SUMMERSTOWN AND STANLEY ISLAND.

About eight miles east of Cornwall is the pleasant little village of Summerstown. Just off the shore lies Stanley Island, quite a popular summer resort, furnishing good fishing -black bass, pickerel and maskinonge in abundance; there is also good boating and a fine sandy beach. The C. S. L. Steamers stop here on signal going up and down the River. Under the control of the hotel are a few small cottages which are rented at reasonable rates for the season.

Both sides of the river gradually open into the wide expansion of Lake St. Francis, prettily diversified with woods and farms, while bushy islands at intervals afford a welcome retreat for campers, and tents and light summer residences gleam pleasantly under the trees by the river side. On the left bank is the little town of Lancaster. On the right shore are St. Regis and Dundee, on Canadian territory, with Fort Covington and Salmon River contiguous in the United States.

The tourist will observe from the deck of the steamer the old Church of St. Francis built about the year 1700, lifting its tin roof above the neighboring houses. The bell hanging in this church is associated with a deed of genuine Indian revenge. On its way from France it was captured by an English cruiser, and taken to Salem, Massachusetts, where it was sold to the church at Deerfield, in that State. The Indians hearing of the destination of their bell set out for Deerfield, attacked the town, killed forty-seven of the inhabitants, and secured one hundred and twelve captives, among whom were the pastor and his family. The bell was then taken down and conveyed to St. Regis, where it now hangs.

COTEAU DU LAC

is a small village situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin. Just below the village are Coteau Rapids, which are about two miles in extent and very swift.

In the expedition of Gen. Amherst (1759), a detachment of three hundred men, sent to attack Montreal, was lost in the rapids near this place. The passage through these rapids is very exciting. After leaving Coteau, the steamer

passes under a magnificent new iron bridge constructed across the river by the Grand Trunk Railway System, being one and a half miles in length.

BEAUHARNOIS

is a small village at the foot of the Cascades, on the right bank of the river. On the north bank, a branch of the Ottawa enters the St. Lawrence.

CEDAR RAPIDS.

At first sight this rapid has the appearance of the ordinary rapids ; but once the steamer has entered it, the turbulent water and pitching about render the passage very exciting. There is also a peculiar motion of the vessel, which seems like settling down, as she glides from one ledge to another. A short distance below this we enter the

SPLIT ROCK,

so called from its enormous boulders at the entrance. A person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you almost feel certain that she will strike, but a skilful hand is at the helm, and in an instant more it is passed in safety. We now come to the

CASCADE RAPIDS,

remarkable on account of the numerous white crests foaming on top of the darkish waters, through which the vessel passes;

and as the shortness of the waves has the effect of pitching the steamer as if at sea, the sensation is very enjoyable. After passing the Cascade, the river again widens into a lake called Lake St. Louis, where the dark waters of the Ottawa by one of its branches join the St. Lawrence. This series of four rapids is eleven miles in extent, and has a descent of eighty-two and one-half feet. On this lake the tourist from the deck of the steamer has a magnificent view of the Montreal mountain about thirty miles distant. After passing the lake

LACHINE

is reached. It is nine miles from Montreal, with which it is connected by railroad. It derives its name from the first settlers thinking, when they reached this point, that they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. Opposite stands

CAUGHNAWAGA,

a quaint old Indian village which derives its name from the converted Indians, who were called *Caughnawaga*, or praying Indians. These Indians are the remnant of the once powerful and ferocious tribes of the Six Nations. Shortly after leaving this Indian village, the tourist can contemplate the magnificent C.P.R. bridge spanning the St. Lawrence River. This bridge was recently double-tracked to accommodate the greatly increased traffic of this company. The steamer now glides down the rapid stream with increasing swiftness, which clearly denotes that a formidable rapid is at hand. Stillness reigns on board; away goes the steamer, driven by an irresistible current, which soon carries her to the first pitch of the Lachine Rapids.



CANADIAN PACIFIC—LACHINE BRIDGE.

The next and last great obstacle is just ahead—the far-famed Lachine Rapids. An Indian pilot takes charge of the steamer at Lachine, in whose practised hands the vessel is safe from the wrath of the torrent, and immediately after passing the C. P. R. bridge (referred to elsewhere) the first powerful influence is felt of the current that plunges in foamy speed down the incline below. One of the best features of this route is that excitement steadily increases with the journey



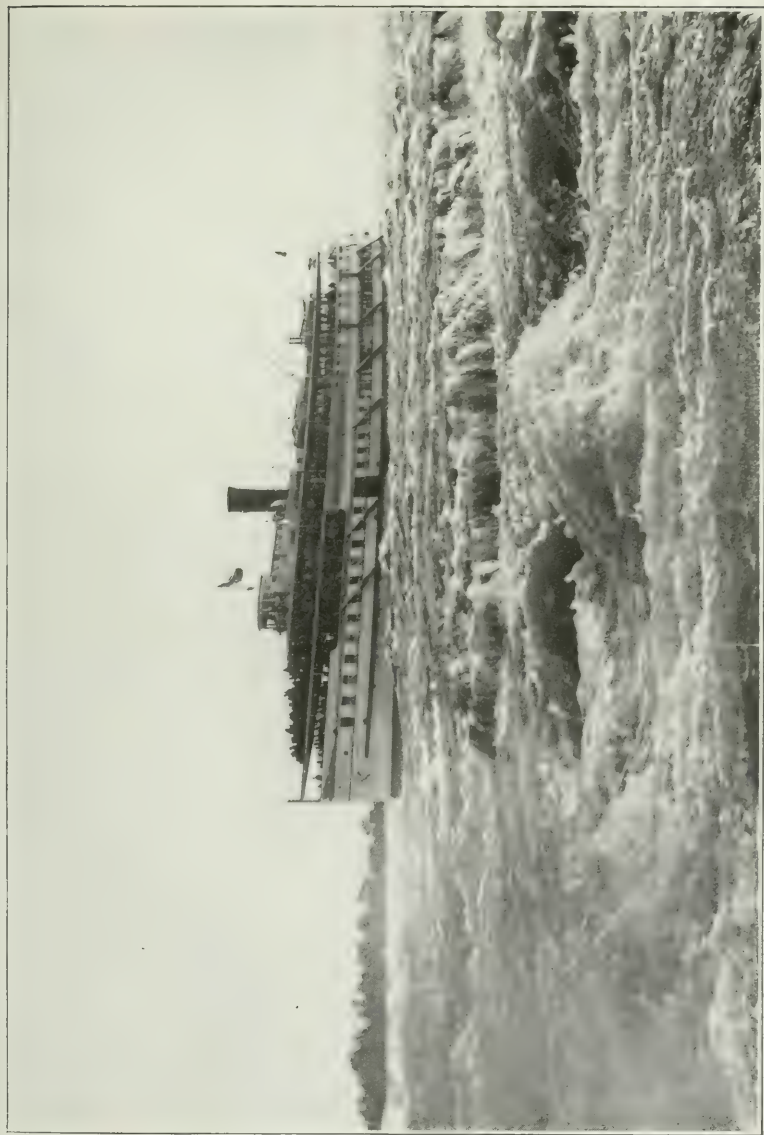
INDIAN PILOT

until it culminates with the exhilarating dash down the wild turmoil of Lachine's angry water. Though apparently exceedingly dangerous, the passage is in reality perfectly safe, but the suggestion of peril gives additional zest to the adventure. The pilot is an interesting study as the steamer begins the flying race. He stands with all an Indian's stoical indifference, his strong hands grasping the wheel and his keen eyes reading the tumult of waters and tracing the path, as you or I might read a book. Not a rap cares he for the huge rocks that frown above the flood nor their fellows ambushed behind



SHOOTING THE LACHINE RAPIDS—PAST

the snowy foam. He has iron nerve and the confidence born of long practice and a perfect knowledge of the channel, and he attaches but slight importance to the task of guiding the vessel to the calm of quiet water below. What to the tourist is a blood-stirring, intensely interesting adventure is to him merely a matter of business; and so you dart down the daring rush, feeling a joyous excitement, and wishing the "shoot" were many miles longer, while the pilot merely holds the boat to her course till the dash is ended, and he



C. S. L. STEAMER RAPIDS PRINCE.

LACHINE RAPIDS.

and you are again in smooth water and the rapids are left behind. The actual running of the Lachine rapids is alone well worth the trip, for a like experience cannot be enjoyed elsewhere ; it is a popular amusement with citizens of Montreal. The sensation tingles through every nerve as one stands on a steamer pitching down an inclined plane of water at the rate of twenty miles an hour. This is how the experience has been described :

"Suddenly a scene of wild confusion bursts upon the eye; waves are lashed into spray and into breakers of a thousand form by the submerged rock, which they are dashed against in the headlong impetuosity of the river. Whirlpools, a storm-lashed sea, mingle their sublimity in a single rapid. Now passing with lightning speed within a few yards of rocks which, did the vessel but touch them, would reduce her to an utter wreck before the crash could sound upon the ear; did she even diverge in the least from her course—if her head were not kept straight with the course of the rapid—she would instantly be submerged and rolled over and over. Ere we can take a glance at the scene, the boat descends the walls of waves and foam like a bird, and a second afterwards you are floating on the calm unruffled bosom of the river below."

But though this trip is full of pleasant excitement, it is attended with practically no danger. An experienced Indian pilot, who knows each rock and almost every wave, has guided the steamers which make the "Shoot" for years, and no accident of any consequence has ever happened, nor has a single life been lost in this beautiful but dangerous spot.

" And we have passed the terrible Lachine,
Have felt a fearless tremor through the soul
As the huge waves upreared their crests of green,
Holding our feathery bark in their control
As a strong eagle old as an oriole."

But we speedily forget the perils as we pass the beautiful wooded shores of Nun's Island, with its shady green pastures, and come upon the Royal-looking city. On the opposite shore, behind the villages of Laprairie and Longueuil, rise the isolated mountains of Montarville, Rougemont, Shefford, and the nearer Belœil. As we near Victoria Bridge it seems impossible that the steamer can pass under, and the question is sometimes asked whether there is any arrangement for lowering the funnels. The steamer glides along ; we look up and see our mistake, and then down upon the innocent questioner.

The river itself is so fascinating in its strength of crystal purity, so overpowering in vastness and might, that it would dwarf an ordinary city. It does dwarf every other place along its banks—Quebec alone excepted. It bears, lightly as a garland, the chain of the great bridge that binds its opposite shores with multiplied links of massive granite. The green slopes of St. Helen's Island resting like a leaf on the water, the forest of masts and red and white funnels, the old-fashioned hay and wood barges, the long line of solidly built revetment wall, the new guard pier, the majestic dome of the Bonsecours Market, the twin towers of Notre Dame, palatial ware-houses, graceful spires sown thick as a field, and the broad shoulders of Mount Royal uplifted in the background, make up a picture that poet, artist, merchant or patriot—each for his own reason—may well delight to look upon.

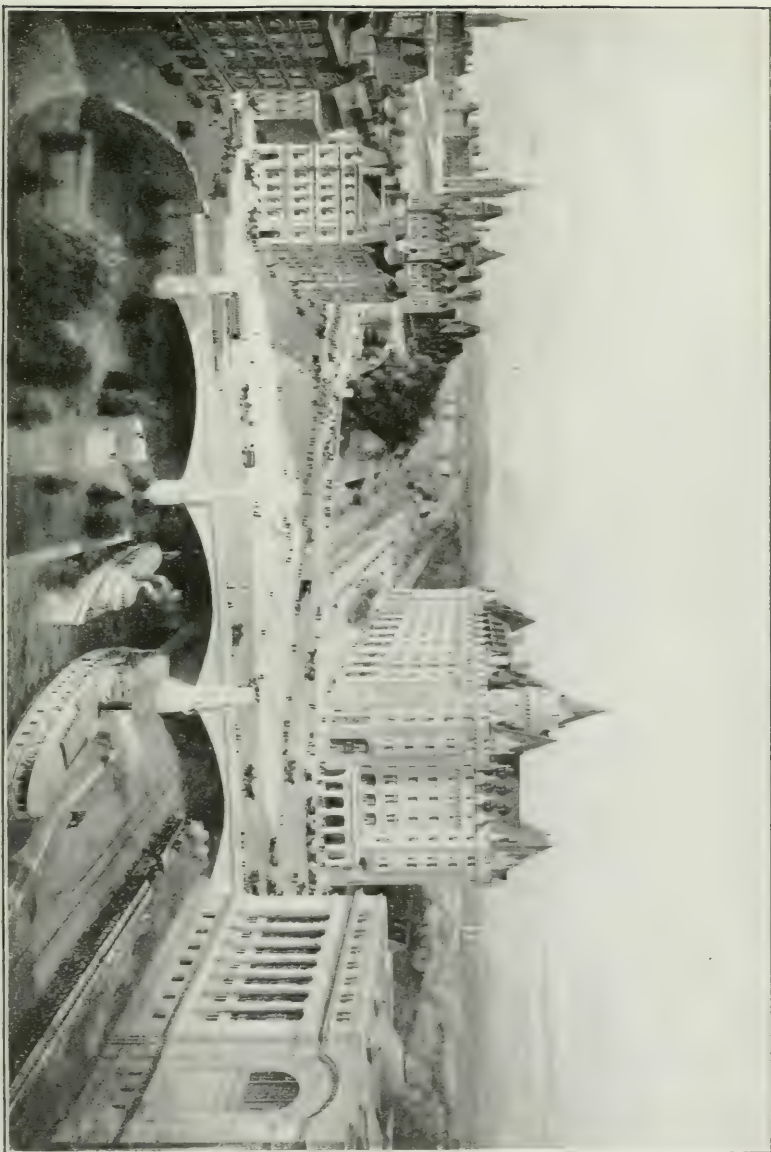
We take a wide sweep in front of the city, and come into port near the Island of St. Helen's, past great hulls of ocean steamers and full-rigged ships, where the old weather-stained Bonsecours Market, and still older Bonsecours Church, bid us welcome to Montreal. The steamer rounds up to the Commissioners' Street wharf, to discharge its Quebec passengers into the huge palace floating alongside.

The stranger making this trip for the first time retains an impressive view of the harbour of Montreal and is thereby able to form an opinion of the importance of the city of Montreal as the second largest port in America to export the product of the vast grain producing area of the Canadian western provinces and the western United States. Should the port of Montreal be open for winter months navigation, its facilities and its geographic location would enable it to exceed in volume the traffic of the port of New York.

A trip to the City of Ottawa is an indispensable part of every tourist's itinerary, and may be made in a few hours by fast trains of the G.T.R., C.P.Ry. or C.N.Ry.

OTTAWA,

formerly called Bytown,—founded in 1826 by Col. By, R. E. In 1834, the year of its incorporation as a city, its name was changed to Ottawa; and in 1858 it was selected by Queen Victoria as the capital of Canada, in consequence of which, the Government buildings have been erected here. The Parliament buildings, with the Departmental offices, occupy three sides of a square on a bluff of ground called Barrack Hill, overlooking the river. They contain two Legislative Halls, one for the Senate, and the other for the House of Commons, both being the same size as those provided in the English Houses of Parliament for the Lords and Commons, and like their originals very handsomely decorated and conveniently furnished. The grounds in front of the building are handsomely laid out, and are faced by another departmental building known as the "Langevin Block." The buildings are designed in the Italian-Gothic style, and constructed of stone found in the neighborhood.



PARLIAMENT BUILDINGS AND POST OFFICE OTTAWA "CHATEAU LAFRIER," the new G.T.R. HOTEL, and the G.T.R. GENERAL PASSENGER STATION

When it is stated that the cost was about \$5,000,000, and the position almost unique, the tourist ought not to lose the opportunity of seeing them, as they alone are quite worth the delay which must necessarily be devoted to the sight.

The Rideau Canal (which connects the Ottawa River with Lake Ontario) divides the city near the Parliament



PARLIAMENT BUILDINGS, OTTAWA.

buildings. This canal is excavated at the base of a ravine over 150 feet below the roadway. The upper and lower portions of the city are connected by two bridges : one known as the Sappers' Bridge, the other being a magnificent iron bridge erected by the Corporation, and which leads to the broad avenue on which the Parliament buildings stand. The Rideau Canal here falls into the Ottawa after passing a series of eight massive stone locks.

Amongst the chief attractions in the neighborhood of Ottawa are the Chaudiere Falls, considered by many to rank next in importance, beauty and grandeur to Niagara. They are immediately above the city, at its western extremity. The width of the greater fall is two hundred feet, while its depth is forty,—the boiling, seething, foaming character of the water giving name to the place. On the northern side is the smaller or Little Chaudiere, and here the waters, after their leap, seem to go into some subterranean passage by which they are carried off until they appear again at a place called "The Kettles," half a mile lower down. Of course the existence of such a passage is a mere matter of conjecture, which we will leave to the study of geologists, and others interested, to determine. These falls are crossed by a fine suspension bridge, which leads to the thriving city of Hull on the opposite shore. Before leaving Ottawa, a visit should be paid to one of the timber slides, which are tolerably frequent in the upper river. One is erected on the northern bank, and we will here tarry for a moment to watch the fate of one of those huge rafts of hewn wood down its headlong rush. These water-shoots are erected for the purpose of getting the fallen trees from the higher level down to the river at the smallest possible cost, and, whenever water can be obtained in sufficient quantity, this has been done. Where the descent is very steep, these "shoots" are broken up at stated intervals into long straight



LIBRARY OF PARLIAMENT, OTTAWA

runs, in order to destroy the impetus which the rafts would naturally acquire. The descent on one of the rafts down the timber slide is a thing only to be attempted by those who possess strong and steady nerves. The population of Ottawa is considerably over 85,000. The city can now claim having the finest new hotel in Canada, the "Chateau Laurier," illustration of which may be found on page 161 of this book. "The Chateau" is owned and operated by the Grand Trunk Railway System, and is acknowledged to be one of the finest hotels in America.

THE ALGONQUIN PARK.

The "Algonquin Park," is situated on the Ottawa Division of the Grand Trunk Railway System, about two hundred miles north of the city of Toronto, and 170 miles west of the capital of the Dominion—Ottawa.

The "Algonquin Park," a new and attractive region lies within easy reach, where all the summer attractions that appeal to the denizen of the city are found. While thousands are familiar with the better known resorts in Canada which have developed into such popularity within the last few years, it is known by a comparative few only that there exists close at hand a preserve, as it were, set aside by the Provincial Government of Ontario solely for the delectation of mankind, where true sportsmen are welcomed and where the fishing is not in name only, but where the gamiest of black bass, speckled trout and salmon trout are found in goodly numbers; where the lakes and rivers possess a beauty of their own—a wilderness, a surprise; where the fauna and flora are found in luxuriant profusion; where the forests are heavily timbered and the shores of the lakes beautifully clothed with a raiment of pine and balsam, and where every breath of the pure air gives new life.

The "Algonquin Park" is a region that has already won favor with a large number of travelers who are looking for new fields to explore, and for a place where civilization has not yet encroached upon Nature's domains, and where man's handiwork is not in evidence. The major portion of visitors to this territory have been from across the International boundary, although an increasing number of Canadians have taken advantage of this magnificent playground. Irrespective of the scenic grandeur of the entire park, the main attraction is the grand fishing that is offered, which is open to all true sportsmen who recognize the carrying out of the regulations laid down by the Crown for the protection and preservation of the fish and game.

The situation of the Park and contiguous territory might be called the eastern section of the "Highlands of Ontario," and covers an area of 2,500,000 acres of forest and water stretches, there being no less than 1,500 lakes and rivers within its boundaries. This vast extent of virgin wilderness has aptly been named "Lakeland," and the Ottawa Division of the Grand Trunk Railway System penetrates its confines for many miles, giving exceptional facilities for reaching the different points of ingress to the many canoe routes and navigable lakes and streams which radiate from the railway line north and south, making the region easy of access from any point of the American continent. Unlike many of the other lake districts in Ontario, the waterways throughout the whole area of the Park are a continuity of lake and stream, many of them being navigable for canoes from one to the other, while others are connected by short and easy portages with good trails blazed through the forest. The country is of a very rugged nature; the lakes are encircled with high shores, beautifully clothed with verdure from the water's edge to the summit of the highest bluffs.

The waters of the lakes are deep and translucent, filled with the gamiest of the game species of fish—black bass, three and four-pounders, and salmon trout tipping the scales at ten and twelve pounds are plentiful in the waters south of the railway line, while north of the railway bass are not found. The rivulets and streams are alive with the gamiest of speckled trout, the cool waters giving them fighting tendencies which delight the heart of the most ardent angler. Salmon trout are found in the waters north of the railway in the lakes, and excellent fishing is assured in any of these waters.

There is no other part of the Province of Ontario situated at as great an altitude as this territory. Recent observations give the height above sea level as 1,631 feet at rail level, while there are points on the summit of the shores of the lakes reaching over 2,000 feet. This being the highest summer resort in Eastern Canada, the atmosphere is pure and exhilarating, and a few days' sojourn under its influence rejuvenates one and invigorates a run-down constitution.

During a trip through this wonderful lakeland, some of the principal lakes traversed give many surprises, both in the scenic grandeur of the surroundings and in the results that are obtained with rod and line in the waters to the south as well as in those lying in the northern part of the reserve—in fact, the fishing is excellent everywhere throughout the confines of the Park, and one will be more than gratified with each day's sport.

HOTELS AND CAMPS IN THE PARK.

At the present time there are two hotels and two log cabins operating in the park. No great vacation territory could long escape the customary provision for the hosts of folks who do not care for camp life, but who do most enthusiastically love

wild Nature. It will relieve the fears of those who may think that this superb forest reserve is to be dotted with stereotyped boarding-houses, to be assured that nothing of the kind will occur. The present hotels are peculiarly fitted to their wild environment, and all future additions to the list will serve to contribute toward and not take from the natural beauty of



CAMPING ON SMOKE LAKE,
ALGONQUIN PARK OF ONTARIO.

the park. The provincial Government, the Park Superintendent and the large business interests which together center attention on the park will see to it that this magnificent area remains unspoiled by the encroachments of civilization or the greed of commercialism.

The "Highland Inn" is situated directly at Algonquin Park Station, the park headquarters, and overlooks beautiful Cache Lake. Here is located the office of the Park Superintendent.

The hotel recently improved and enlarged will accommodate one hundred and fifty persons. Modern plumbing, large, bright sleeping rooms, cozy lounging rooms and commodious dining rooms are some of the features. The cuisine is a matter of special attention. No cases of tuberculosis are received. The outfitting department and store in connection with the Inn carry a full line of essentials for camping, including tents, blankets, dunnage bags, and cooking



THE HIGHLAND INN, ALGONQUIN PARK, ONTARIO.
HIGHLANDS OF ONTARIO.

utensils, for rental ; also provisions and groceries, canned and evaporated fruits, meats, milk, soup, etc. The hotel is open the year round, and the winter season, to which reference is made elsewhere, is a novel departure which is proving very popular. Cache Lake, on which the hotel is situated, is one of the most beautiful lakes in the park, while south from it can be made several interesting cruises.

The "Hotel Algonquin" is situated within two hundred yards of Joe Lake Station. The house is built of red pine slabs with the bark on and is finished on the inside in hard-

wood. It occupies a slightly elevated location on an elevated wooded slope, overlooking Joe Lake, the route towards the north, and within a few minutes' walk of Canoe Lake, the route toward the south. The house has been enlarged during the past year and there is accommodation for fifty guests. Additional accommodations are provided by means of comfortable tents, situated close to the house or at some distance, these tents having board floors. Meals are served in the hotel. This arrangement is an ideal one for families not desiring to rough it. Rooms in the hotel are large and airy; there are wide verandas and plenty of sunshine. Special emphasis is laid on the excellence of the table and service. The hotel is modern in construction, bright and cheery in its general appearance and atmosphere and is equipped with thoroughly up-to-date bath rooms, lavatories, cold storage plant, etc. In connection with the Hotel an outfitting store is conducted where all the requisites for the camper, the canoeist and the angler can be purchased or rented, including canoes, tents, skiffs, cooking outfits, blankets, fishing tackle, staple and fancy groceries, etc. There is a double daily mail service, telegraphic facilities and express. There are nine lakes reached within fifteen minutes to two hours from the hotel.

NOMINIGAN CAMP.

The new camp hotel in the park is located on the easterly shore of Smoke Lake, one of the largest and most picturesque of the park lakes, and is known as "Nominigan Camp." The word is Ojibway for balsam, and is most appropriate, for the region is rich in this aromatic growth. Here, on a point facing the south, and furnishing glorious sunset pictures across the lake to the west, has been built a log camp-hotel enterprise, similar to those at Maine, of world-wide fame. There is a large central lodge or meeting-



CAMP NOMINIGAN—IN THE HEART OF ONE OF THE BEST FISHING DISTRICTS IN CANADA—ALGONQUIN PARK

place, and in close proximity to it there are a series of individual log cabins, all built of cedar logs with the bark on, chinked with cement and moss, and thoroughly in keeping with the natural beauty of their location. The central lodge and the cabins are simply, comfortably furnished, and have modern conveniences, with bath rooms and hot and cold water. The large room is used for general rendezvous and dining room, and the log cabins furnish privacy for families or parties. This arrangement has proved a success in many of the best similar resorts of the East.

There are three routes to the new camp ; one from Joe Lake Station, one by road from Algonquin Park Station and a canoe route from the latter place. Particulars may be had of the Manager, Highland Inn, Algonquin Park, Ontario.

CAMP MINNESING.

Ten miles north of the Highland Inn, on beautiful Island Lake, is situated another log cabin camp similar to "Nominigan Camp," and erected by the Grand Trunk Railway System during 1913. This camp is reached from the Highland Inn by stage, the road winding over hill and dale through a lovely hardwood bush. This delightful resort is known as "Camp Minnesing." For particulars address Manager, "Highland Inn," Algonquin Park Station, Ontario.

The high standards set in the new and magnificent Chateau Laurier at Ottawa, owned and operated by the Grand Trunk Railway System, is maintained, although in very different fashion, in these rustic caravansaries.

THE UPPER OTTAWA.

For those who admire the charms of Nature, with the most beautiful scenic surroundings—something out of the common and off the beaten track—this great lake region is especially alluring. Embraced in this district are three of the grandest, though at the same time least known of the innumerable northern lakes, whose very names are suggestive of romantic interest and beauty. They are Lakes Timiskaming, Kipawa and Timagaming—the first named lying in the district of North Nipissing, Ontario, and for its whole length of seventy-five miles forming a part of the provincial boundary between Northern Ontario and Quebec; Kippawa lying only a few miles in from the boundary on the Quebec side, while Timagaming is on the watershed to the west of Timiskaming from which the waters flow into Lake Huron and into the Ottawa. In this region the Ontario Government has created a forestry reserve of 3,000 square miles.

Timiskaming (Indian for the deep and shallow waters), the largest of these magnificent water-stretches, is an expansion of the Ottawa River—a little over 350 miles north-west of Montreal, from which it is reached by rail. Its length extends northerly, now narrowing to a



THE NOTCH, MONTREAL RIVER.

width of a few hundred yards, now broadening till three and four miles of calm water intervene between shore and shore, always with hills and cliffs, tree-crowned or bare, not in one, but in every direction. Timiskaming is like a Memphramagog stretched for twenty-five leagues, winding among the hills, now this way and now that, presenting with every turn of the steamer, as it makes its way ahead, something new and attractive of Nature's handiwork, with an atmosphere pure like that of the ocean, laden only with the scent of the pine and the balsam, and with naught to break the stillness save the throb of the screw as it drives the boat ahead, the murmur of a waterfall, or the cry of a gull or a loon, and with only here and there the log house of a venturesome settler or the depot of a lumberman to show that man was at work there, too, striving for gain. There is, indeed, no tourist route, not even the far-famed Saguenay, where the traveller seeking a vacation from the city's noise and work, can enjoy a better or more pleasing holiday rest.

On the lake are several steamers, whose run is from Timiskaming, at the foot of the lake, to North Timiskaming, or the Head of the Lake, as it is usually called. Opemikan, a few miles from Timiskaming, is a delightful spot where the fishing is exceptionally good; and at Montreal River, 26 miles further up the lake, the angler will also find good sport. About a quarter of a mile up this river is "The Notch," a narrow gorge through which the compressed waters flow, while above and below are swirling, rushing rapids. Another of the interesting points on the trip is the Hudson's Bay Company's post at the Narrows, where the lake is only about 200 yards across, opposite to which are the remains of an old Indian mission. Past the Narrows, a few miles, and on the Quebec side is Ville Marie, the chief centre of a settlement which is assuming considerable pro-

portions—a progressive village with stores and hotels and mills. A little further up across the lake, is Haileybury, a convenient stopping place for those going into the country



DIAMOND FALLS.

on hunting expeditions. Another interesting point is North Timiskaming, where the Quinze—the river of the fifteen rapids—pours its flood into the lake. This is the regular canoeing route to James Bay by Abittibi Lake, and by it and Grand Lac Victoria, the waters of the Ottawa can be again reached by the Gatineau, the Lievre, and other streams ; or by more extended tours the mighty St. Lawrence itself, by way of the St. Maurice or the Saguenay.

Close to, and emptying into Lake Timiskaming, is Kipawa, with a water surface of 250 square miles, and a coast line that is approximately placed at 600 miles, although no one has yet traversed the full length of its deeply indented shores. With its octopus-like reaches, Kipawa well deserves its Indian name “the hiding place.” Though at one point

not much over a mile away, Kipawa is some three hundred feet higher in level than Timiskaming. The entry is by a series of rapids, stretching about a mile in length; and these are but a few of the many cataracts that abound here, so that, it might be almost said, the sound of one is not lost until another is come upon. It is a favorite with hunting parties, and by its connecting waters may be reached with few portages the head tributaries of those streams which ultimately

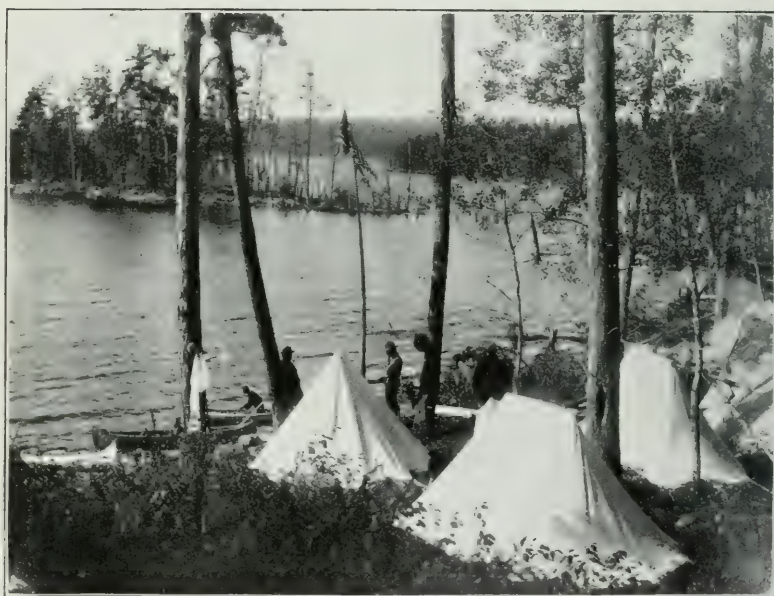


ON THE MONTREAL RIVER.

end in the St. Lawrence. There are several steamers on the lake; the largest and most comfortable of which makes runs of 40 miles each in three different directions—to Red Pine Chute, to Hay Bay and Taggart Bay and to Kipawa River.

Lake Timagaming is about thirty miles long, and thirty in breadth, and its waters are translucent as crystal; its shores in most places, bold and precipitous, with many bays and arms running off for miles in all directions. Its surface

is studded with most beautiful islands to the number of fourteen hundred, or more. Its waters are filled with all kinds of game fish. Altogether, with its elevation, bracing air, and romantic scenery, it is an ideal summer resort. In it Timagaming proffers unsurpassed canoe trips, and if the intending tourist is not possessed of a birchbark, there is no difficulty in procuring one at several places before it is actually needed. This lake is reached from Lake Timiskaming by



MOOSE HUNTERS CAMP, KIPAWA LAKE.

two routes, one by the Metabetchewan (Meta-pi-djiwan — the meeting currents) and the other by Haileybury and the Montreal River. The longer, by Haileybury and the Montreal River is recommended, because it brings one through matchless Lady Evelyn Lake, an excellent gem in a magnificent setting, and by the Devil's Mountain and Island, not to have seen which, is to have missed the most attractive

portion of the jaunt, and then one can return to Lake Timiskaming by the Metabetchewan River, thus covering both these beautiful routes.

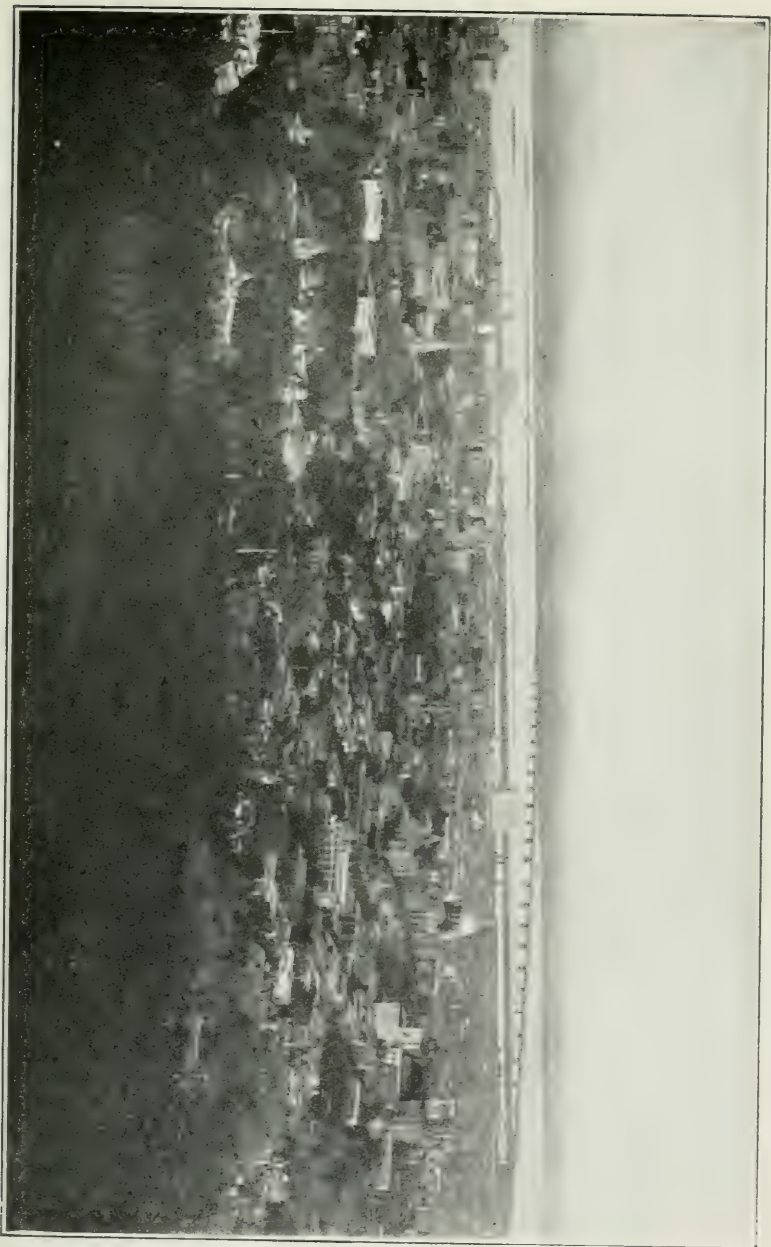
This whole region is a sportsman's delight. In the lakes are to be found bass, pickerel, dore, gray trout and lunge, eager to seize the hook-studded troll, and in the streams speckled trout abound and leap at the fly almost before the water is touched. The game includes the lordly moose, red deer and caribou, with feathered game in as great abundance. It is also a favored country for persons suffering from hay fever, the balsam-laden air being pure and clear and bracing, the surroundings congenial and pleasant, and the conditions favorable for recuperation.

The Timiskaming is reached by the Canadian Pacific Railway to Mattawa, from which a branch runs to Timiskaming. This 42 miles of road which closely follows the sinuosities of the river is itself a study and an attraction. Between the mountains and the Ottawa there was not much room for right-of-way. Sometimes the mountain was encroached on, and sometimes the river. The latter is always in sight, now broadening into a lake, now rushing down a rapid, through which, if the traveller is lucky, he may see a raft being brought down, the forward end awash, while the voyageurs, from cooks to steersmen, go about their duties as if danger was unknown. Sometimes the side of the car is almost wet with the spray of a torrent or fall coming down the mountain side to join the river. Before reaching Timiskaming the railway branches off, one line climbing the hills to Kipawa, on the lake of that name.

A trip to and through Lake Timiskaming and its sister waters is among the pleasantest of summer outings, either for those who simply want a rest, or seek recuperation from hay fever or similar ills, or for those who would fish or hunt.

MONTREAL.

The commercial metropolis of the Dominion of Canada, is situated upon the south shore of the island bearing the same name and at the base of a beautiful eminence known as Mount Royal, from which both the city and island derive their name. Its population is, with suburbs, about 600,000. The island is about thirty miles long and ten broad, and is formed by the river Ottawa debouching into the St. Lawrence at its western and eastern extremities—the former near Ste. Anne, the latter at Bout de l'Isle. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and at that time he found a village of Indians situated near the foot of the mountain. He landed a short distance below the city, at a point still known by the name of the Indian village, "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief "Donnacona" he was so struck by the magnificent outlook, that he named it in honor of his master the "Royal Mount." Champlain also visited the site in 1611, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A few years ago a large quantity of skeletons and pottery was discovered under buildings on the site of this village. The first settlement was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow and the houses low. Some of these buildings are still standing, a walk through the two or three streets still retaining these primitive buildings and narrow paths



THE CITY OF MONTREAL, FROM MOUNT ROYAL.

strongly reminds one of the quaint old towns of Rouen, Caen, and others in Normandy. At the date named, the town was divided into Upper and Lower town, the Upper part then being the level of the present Court House. In the Lower town the merchants and men of business chiefly resided, and here also was the place of arms, the Royal magazines and the Nunnery Hospital. The principal buildings were in the Upper town, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuit Church and Seminary, the Free School and the Parish Church. In 1775, the city was captured by the American forces under Montgomery. The growth of the city has been exceedingly rapid, and the view, as seen on our approach by steamboat, with Mount Royal for a background, covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.

The river frontage is over five miles in length, extending from the Victoria Bridge to the city of Maisonneuve. For upwards of a mile it has an excellent stone retaining wall, from the entrance to the Lachine Canal to below the Bonsecours Market, which, with its glittering dome, forms one of the most conspicuous objects in the right foreground and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest edifices in Montreal. The view from the steamer can scarcely be surpassed, as we sail under the centre arch of the Victoria Bridge, and first view the long array of glittering spires, the lofty towers of the Parish Church of Notre Dame, the well-proportioned tower of the Customs buildings, and the long unbroken line of cut stone flanking the wharf.

At the beginning of the present century, vessels of more than 300 tons could not ascend to Montreal ; its foreign trade was carried on by small brigs and barques, and the freight

and passengers were landed upon a low, muddy beach. In 1809 the first steam vessel, called the "Accommodation," built by Hon. John Molson, made a trip to Quebec; she had berths for about twenty passengers. Now behold the contrast that 100 years of industry, intelligence, enterprise and labor have produced—ocean steamers of over 14,000 tons; ships from 700 to 5,000 tons, from all parts of the world, lying alongside the wharves of the harbour, which are not equalled on this continent in point of extent, accommodation, approach and solidity.

It is easy to trace the two main divisions of the population of Montreal. Taking St. Lawrence Main street as a dividing line, all that is east of it is French, and nearly all that is west of it is English-speaking. The two nationalities but slightly overlap this conventional barrier, except in a few isolated cases. The extreme eastern portion is designated the Quebec suburbs, and there the native people can be studied as easily as in the rural villages. They are an honest, hardworking race. Their thrift is remarkable, and they manage to subsist on much less than would satisfy the needs of people of some other nationalities. The old folks speak little or no English, but the rising generation use the two languages fluently, and herein possess a marked advantage over the English, Scotch and Irish. Their poor are cared for by the St. Vincent de Paul Association, and the Union St. Joseph is devoted to the relief of artisans during life and of their families after death. There is a great deal of hoarded wealth among the French inhabitants, but, as a rule, they do not invest it freely.

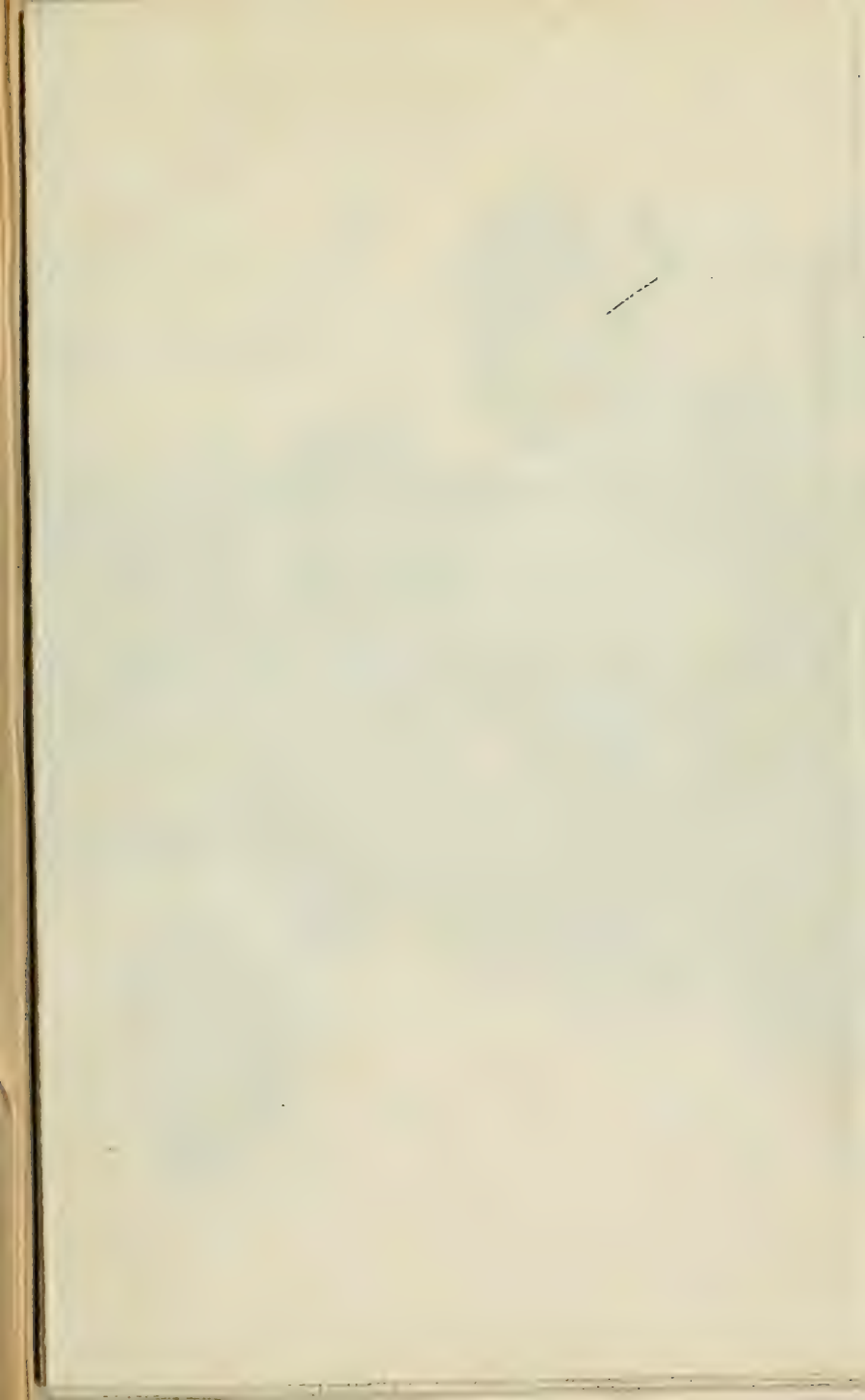
The western part of the city is English-speaking. Numerically, the English portion is not so great as the Scotch. In perhaps no section of the colonies have Englishmen and Scotchmen made more of their opportunities than in Montreal. On Sherbrooke street, and the streets running northward

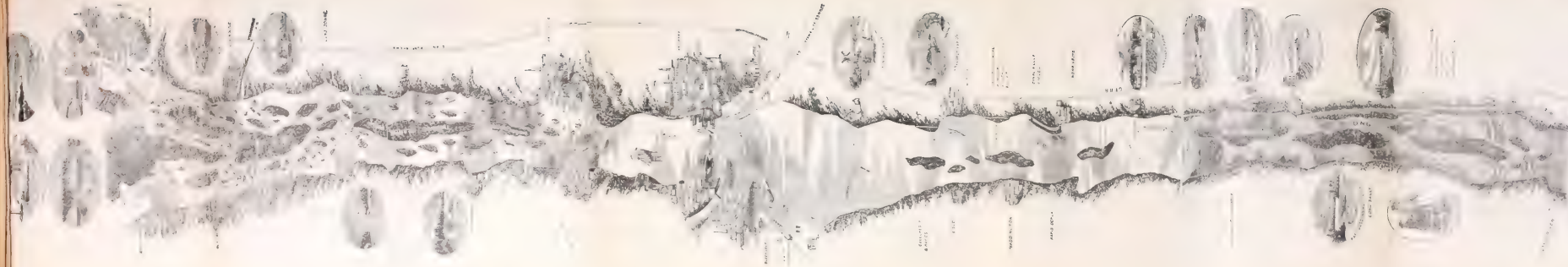
therefrom to the mountain are the chief streets on which are the residences of the merchant princes and railway and steamship magnates. In winter the equipages present a most attractive spectacle. In this respect only St. Petersburg can claim precedence over Montreal.

The south-western portion of the city is occupied almost exclusively by the Irish. It is called "Griffintown." Griffintown comprises a little world within itself—shops, factories, schools, academies, churches and asylums

The city is bountifully provided with summer resorts. Lachine and Ste. Anne have with St. Lambert, Laprairie and Longueuil, the three latter on the opposite side of the river, long been favorites. Montreal has a Mountain Park and an Island Park. The drive round the former is a favorite afternoon recreation for citizens and visitors. It ascends by curves to the highest altitude, whence a magnificent panorama is outspread. The Mountain Park is still in its native ruggedness, and it will take years before it is completed. The Island Park is St. Helen's Island, in the middle of the river, and within reach of sling or arrow Montreal possesses a pleasure resort nowhere excelled. The Island was purchased by the Imperial Government for military purposes, and barracks were erected thereon. It slopes upwards from the water's edge, and thus affords a capital military position. The same feature makes it one of the best possible points from which to get a view of the city.

The principal streets run parallel with the River. That fronting on the harbor is Common street, on which the most striking and interesting buildings are the Custom House, at the junction of Commissioners street, originally erected by the Royal Insurance Company, and in 1870 purchased for \$200,000





The Harbor Commission consists of three members nominated by the Dominion Government, with full powers of control of the Montreal harbor and its revenue and improvements. Its duties are to watch over the harbor, and generally to supervise all matters connected with the commerce of the city other than the collection of custom duties. The Board has also care of the channel of the river as far as Quebec. The Commission occupies a large cut-stone building west of St. Peter street and next to the Examining Warehouse.

The Inland Revenue Office on Custom House Square, recently named Place Royal, was, in old times, the market-place of the town.

The Bonsecours Market occupies a square on the river front, 500 feet long. It is crowded on the forenoons of market days (Tuesdays and Fridays), when the customs of the *habitant* can be studied to advantage. He has come to the city with his produce, and quiet, patient and courteous he waits for customers. From the market, go up the lane leading to the old-fashioned

BONSECOURS CHURCH.

The relievos on the wall, the altar, the antique pulpit remind one of a seventeenth century parish church in Brittany. We are taken back to the days of Marguerite Bourgeois, who laid the foundation-stone nearly two and a half centuries ago.

The next street of importance, running parallel with the river, is

ST. PAUL STREET,

which is lined on both sides with substantial, massive buildings. This street is the principal seat of the wholesale trade of the city.

A short distance from this street up St. Nicholas St. is the magnificent new Board of Trade Building, in which the Corn

Exchange holds its meetings. This fine block fronts on three streets.

NOTRE DAME STREET

is reached next in order, and besides being the oldest and longest thoroughfare in the place, contains a number of buildings both handsome and interesting. At the east end stands the Jail, a solid stone structure on the old-fashioned style.

Going westerly from the Jail we come to the quaint architecture of St. Thomas Church. A short distance from this is the Place Viger Station of the Canadian Pacific Railway from which trains leave for Ottawa, Quebec, and Ste. Agathe and Labelle in the Laurentians. Near the station is Notre Dame Hospital, a French Institution, but extending medical treatment to all classes regardless of nationality. A short distance on is the

CITY HALL,

a very handsome building, 485 feet in length, and built in adaptation of the modern French style, with lofty mansard roof and central pavilion. All the municipal offices are in this building. Adjoining this is the

COURT HOUSE,

built of Montreal limestone after the Grecian style of architecture, and second to few buildings in the city. The most striking feature is its large Ionic portico. The front is divided into five compartments, the wings advancing somewhat less than the centre, so as to give the facade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the city. These buildings flank

JACQUES CARTIER SQUARE,

which extends to the steamboat landing, and is ornamented with a statue of Nelson. On the east side of the square.

facing the City Hall, are the old buildings known as the Chateau de Ramezay, (now an historical museum and library) venerable for their historical association, erected in 1722,



CHATEAU DE RAMEZAY.

and which in early days served as a Government House. Here it was that during the occupation of the city by the Americans the celebrated Benjamin Franklin, Charles Carroll and Samuel

Chase, the Commissioners of Congress, held their councils of war, and beneath its roof the first printing press ever used in Montreal was set up to print the manifestoes.

Going westward from this a short distance the

CHURCH OF NOTRE DAME,

facing Place d'Armes Square, whose towers are seen in such bold relief as we approached the city from the water, is reached. This is the largest completed edifice of the kind in America, except the Cathedral of Mexico; the foundations of it were laid in 1672, and a church, on the present site, completed in 1678. In 1829 it was opened for public worship. The pile was intended to be representative of its namesake, Notre Dame de Paris. Its towers are 227 feet in height, and contain a peal of eleven bells, unrivalled on this continent. The "Gros Bourdon" of the western tower is numbered among the five heaviest bells in the world. It weighs 24,780

pounds, is six feet high, and at its mouth measures eight feet seven inches in diameter. The nave of the church, including the sanctuary, is 220 feet in length, nearly 80 feet in height,



NOTRE DAME CHURCH

69 in width, exclusive of the side aisles, which measure $25\frac{1}{2}$ feet each, and the walls are five feet thick. The church will hold 12,000, and on extraordinary occasions, when chairs are used, 15,000 persons.

In Place d'Armes immediately opposite the cathedral stands the monument of Maisonneuve, the founder of Montreal, erected by the citizens in 1895.

On the eastern corner of the square is a tablet reading thus: "In 1675, here lived Daniel de Gresolon, Sieur Duluth, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

A little further east, is the site of the house of the founder of another American city, distinguished by a tablet reading: "In 1694, here stood the house of the La Mothe Cadillac, the founder of Detroit."

That venerable pile of buildings next Notre Dame Church is the headquarters of the Seminary of the Seigneurs of



THE OLD SEMINARY BUILDINGS.

Montreal, one of the wealthiest bodies to be found anywhere. After this we pass through a number of fine buildings on both sides of the streets.

St. Francois Xavier Street crosses Notre Dame Street first to the west, and on this street, the financial centre of



ST. JAMES STREET—LOOKING WEST.

Canada, are located the office buildings of the Great North Western and Canadian Pacific Railway Telegraph Companies, also the Montreal Stock Exchange and the Canadian head offices of the North British and Mercantile Insurance Company. To the west on Notre Dame Street are several Insurance buildings and retail shops, and on the corners of St. John Street are the Sun Life and Bell Telephone Company of Canada offices—the latter an ornate red sandstone structure with a very large office capacity.

A little further on, McGill St., a broad thoroughfare extending from the landing place of the upper river steamers to Victoria Square is reached.

Leaving McGill Street at the river front or more exactly the Canal basin one passes the Customs Examining Warehouse fronting the river, and two blocks north on the west side the new general office building of the Grand Trunk Railway and Grand Trunk Pacific Railway; opposite to this is the lofty and attractive Canadian Express Company's Building, and on the opposite side, on the corner of St. Paul Street, is the new Shaughnessy Building, and at the corner of Notre Dame Street the McGill Building.

A short distance up McGill street bordering the square is

ST. JAMES STREET,

which starts at the Court House, where it joins Notre Dame street, and runs westerly parallel with it.

On our way west along St. James St. we come to St. Lawrence Boulevard, a handsomely built and well paved thoroughfare, which is lined with retail shops.

Returning to St. James St., we pass the Place d'Armes framed in, as it were, by the Corinthian portico of the Bank of

Montreal, the new offices of the Royal Trust Company, and opposite the towers of Notre Dame.



THE BANK OF MONTREAL.

On the left hand of the square are lofty sandstone buildings. This row is a pretty piece of street architecture. On the right hand side the Provincial Bank, and at the corner the peculiar architecture of the Quebec Bank building towers up in its handsome dress of brown sandstone.

The Bank of Montreal, built in the Corinthian style of architecture, has a frontage on St. James Street of over 100 feet, and extends through to Craig Street in the rear. The entrance is by a portico, supported by immense columns of cut stone. These are surmounted by a pediment the sculpture on which is 52 feet long, and weighs over 25 tons, there being over twenty different pieces. The figures are colossal, 8 feet in height for a human figure, and placed at an elevation of 50 feet from the ground. The arms of the bank,

with the motto "Concordia Salus," forms the centre of the group. A visit to the interior of this institution is a revelation to tourists, it having the finest banking room in the world. Montrealers may well be proud of the Bank of Montreal, which is one of the largest banking institutions in the world, until recently being only exceeded by the Bank of England and the Bank of France.

Adjoining is the Post Office, on the corner of St. James and St. Francois Xavier streets. The building is constructed of Montreal greystone and cost about \$800,000. The style of



VICTORIA SQUARE.

architecture is the modern Italian. This building has recently undergone reconstruction and now extends through to Craig Street, opposite the Post Office is the new Transportation Building.

The Bank of British North America, west of St. Francois Xavier Street, on St. James, have erected a modern bank

building for its exclusive use. Adjoining are the handsome and striking Head Office of the Royal Bank, the Standard Life Insurance Company, the Guardian Assurance Company, the London and Lancashire Insurance Company, the Canadian Bank of Commerce and the Canada Life Insurance Company, all modern and ornate buildings.

The Molson's Bank on the corner of St. James and St. Peter streets, is a magnificent building, built of Ohio sand-stone, three stories in height, with a lofty basement. The style of architecture is the Italian, and is highly ornamented.

The Merchants Bank of Canada, said to be the finest building for commercial purposes in America, is situated on the corner of St. James and St. Peter streets. The general design is of modern Italian character, the basement being rusticated and faced with grey Halifax granite, while the rest of the building is built of Ohio sand-stone, with polished Peterhead red granite columns in the principal entrance.

The Bank of Ottawa building, on the corner of Dollard Lane, and the Commercial Union Assurance Co.'s building, west of the same street, are the two fine buildings.

At the intersection of McGill street with St. James is being erected the very fine new building of the Bank of Toronto, and the open space fronting it is Victoria Square. On the opposite corner, to the east, is the Imperial Bank Building, and to the north is the Eastern Townships Bank Building, adjoining which is the Head Office Building of of the Canadian Steamship Lines, Limited, formerly the R. & O. Navigation Company.

CRAIG STREET,

parallel to those mentioned, has several places of interest, amongst which is Viger Square at the junction of St. Denis

and Craig Streets. On the south side of the Square is located the modern and artistic structure of the Canadian Pacific



CANADIAN PACIFIC PLACE VIGER HOTEL AND STATION.

Railway, the Place Viger Station and Hotel. The grounds are beautifully laid out, and the utmost care and discrimina-

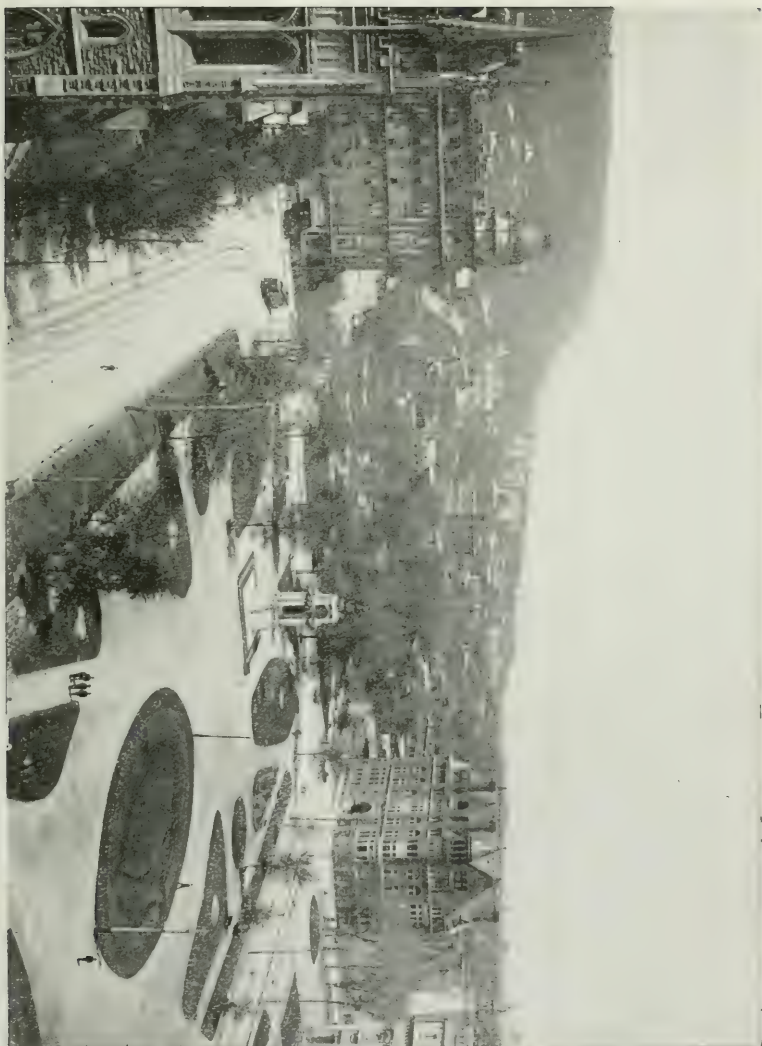
tion have been displayed in the choice of trees and shrubs, which are plentifully cultivated. On this square, a monument of Chenier, a leader of the "Patriots" in the rebellion of 1837, has been erected. Facing it is Trinity Church.

Chief among the public squares and gardens of Montreal in size and historic association is the Champ de Mars. In 1812, the citadel or mound on the present site of Dalhousie square was demolished, and the earth of which it was composed was carried over and strewn upon the Champ de Mars. But the site and general outlines of the ground itself belong to a higher antiquity. The Champ was a scene of promenade in the old French days, and many is the golden sunset that fired the leafy branches of its Lombardy poplars, as beaux, with peaked hats and purple doublets, sauntered under their graceful ranks in the company of short-skirted damsels. The chief glory of the Champ de Mars is its military history. With the single exception of the Plains of Abraham, there is no other piece of ground in America which has been successively trodden by the armies of so many different nations

The street which bounds Victoria square on the west leads up Beaver Hall Hill, to Beaver Hall Square, at its summit the main avenue from the fashionable residential part of the city to the business part. A short distance up its steep incline, at the junction of Lagauchetiere street, is situated the handsome stone church of Gothic architecture :—St. Andrew's, Presbyterian, and, on the eastern side of the street, the Guarantee Company of North America Building, and on Dorchester east St. Patrick's, Roman Catholic Parish Church.

DORCHESTER STREET,

the next main avenue of importance, contains several fine churches. A short distance to the east, after mounting Beaver Hall Hill, near its conjunction with Bleury St., is the



DOMINION SQUARE.

College of St. Mary's, largely attended by the youth of Canada and the United States. It is conducted by a large staff of Jesuit Fathers. Adjoining is the Church of the Gesu, which is beautifully frescoed and ornamented, the work of foreign artists principally, in which are delineated incidents in the lives of Christ and the Apostles. At the corner of St. Monique and Dorchester Sts. is St. Paul's Church, the handsomest Presbyterian church in the city, in the early English style, with a very striking tower.

DOMINION SQUARE,

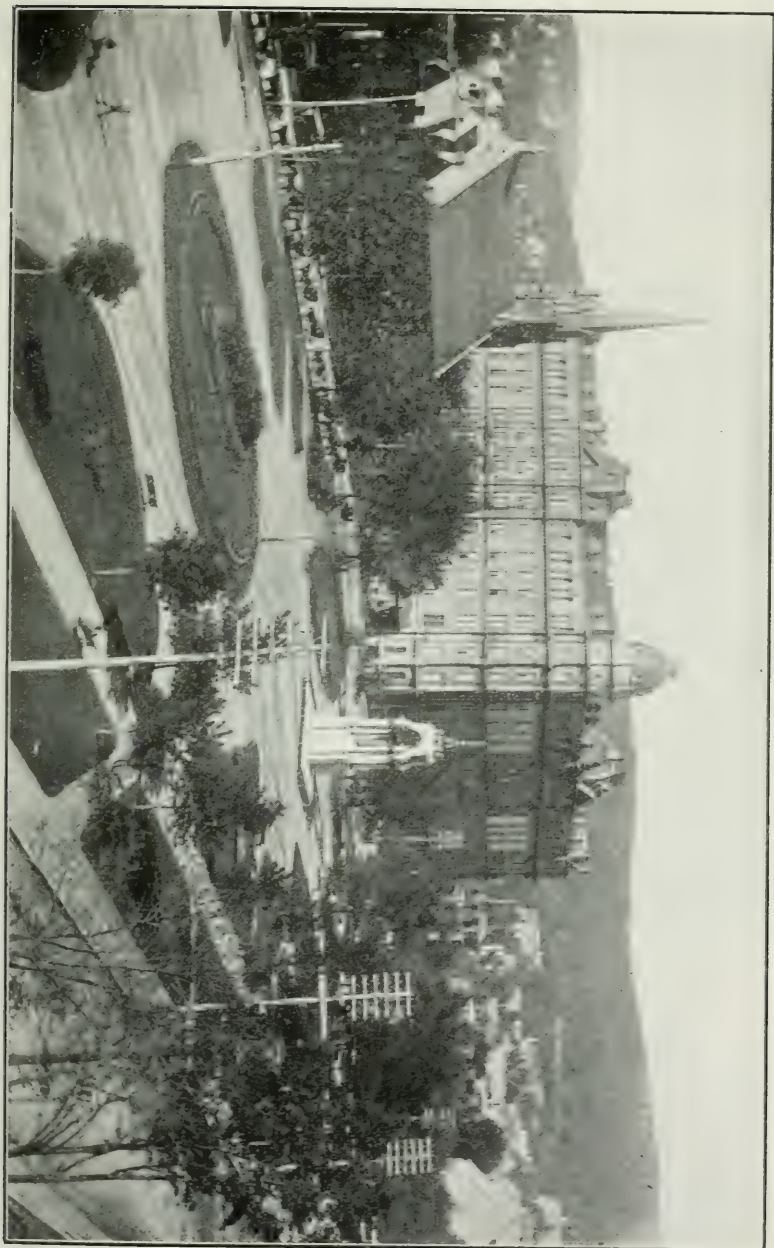
one of the prettiest spots in the city is next reached, facing the lower part of which is the Cathedral of St. James, designed to reproduce on a smaller scale the points of St.



ST. JAMES CATHEDRAL.

Peter's at Rome. It is a magnificent edifice, and is a point of attraction to visitors. On the southern part of the square, a monument has been erected to the late Hon. Sir John A. Macdonald, for many years Premier of Canada. At the lower corner of the square and Osborne St. is a handsome massive

WINDSOR HOTEL.



structure, the Windsor St. station of the Canadian Pacific Ry., from which trains leave for all parts of the United States and eastern and western Canada; opposite it is the large, handsome and symmetrical church of St. George's, Episcopalian, with interior decorated in very rich style.



CANADIAN PACIFIC NEW WINDSOR STATION.

On the upper west side is situated the Windsor Hotel, the largest hotel in the Dominion. Its airy and commanding site on Dominion Square makes it a delightful place of summer residence, while it is within easy walking distance of the chief places of interest in the city. In Dominion Square opposite is the striking monument erected to the heroes of the "Strathcona Horse" in the Boer War.

THE WINDSOR HOTEL.



BIRD'S EYE VIEW OF WINDSOR HOTEL FROM ST. JAMES CATHEDRAL.

To visitors to Canada from a distance it may be permissible to state that the Windsor Hotel is incomparably the best in the Dominion, and is ranked by its patrons with the finest hotels in New York. Its airy and commanding site on Dominion Square, in close proximity to Mount Royal Park and the main avenue leading thereto, makes it a delightful place of summer residence, while it is within easy walking

distance of the chief places of interest in the city. A walk of five minutes to the principal theatres, clubs and high-class retail stores, and far enough removed from the business thoroughfares to be free from the noise of traffic, and it is but one block from a transfer point from which street cars run to all parts of the city. The hotel has accommodation for about one thousand guests, and over four hundred of its rooms have bath-rooms attached.

The main entrance leads directly into the Rotunda, which occupies a position in the open space within the square of buildings, has a dome roof, and is lighted by large skylights, as well as by stained glass windows situated behind the office, and displays more beauty in art and design than any other Rotunda on the continent.

The grand staircase, the steps of which are solid slabs of white marble, leads from the left of the Rotunda to the Promenade. The balustrades are carved black walnut of artistic design, surmounted at the foot of the stairs by two huge Indian figures of the Iroquois tribe in bronze.

Leading off the Promenade is the Windsor Concert Hall and Ball Room—at one time the Grand Dining Room. This truly kingly Hall, the once crowning and picturesque gem of the Windsor, still retains its magnificent size, but the artistic and elaborate decorations of frescoes of Canadian scenery will be found missing, owing to the remodelling of this portion of the building. On the right of the Rotunda is a passage way connecting the old and new buildings, and leading into the Concourse and Tea Room.

In the new addition will be found the Grill Room, the entrance being to the right of the new Concourse, immediately on entering by the new door to the hotel on Peel street, and can be reached by the elevator or staircase leading down stairs.

West of Dominion Square, on the south side of Dorchester street, near Drummond, is the American Presbyterian Church, and the Crescent Presbyterian Church just west of Mountain street, are large handsome edifices. Some distance on, near Guy street, is the celebrated



GREY NUNNERY,

founded in 1642. This structure covers an immense area, and the chapel and wards of the Nunnery are annually visited by numbers of tourists. The old Nunnery near the river, so long the centre of attraction from its quaint appearance and solemn-looking walls, is now used chiefly for storage purposes and part of it has recently been torn down.

ST. CATHERINE STREET.

In the eastern part of this street will be found the French shopping district of Montreal.

At the corner of St. Denis and St. Catherine streets are two notable churches, the large edifice of St. James, Roman



GREY NUNNERY CHAPEL.

Catholic, with convent adjoining, and that of Notre Dame de Lourdes, in some respects the most remarkable and beautiful church in the city. The architecture of the latter is Byzantine and Renaissance, of the Venetian type, and the interior is frescoed beautifully by the brush of Bourassa, whose genius has given expression in painting to the doctrine of the Annunciation in a series of lovely scenes from the life of the Virgin.

Near the corner of St. Catherine and St. Urbain streets is the Commercial Academy, facing it in the rear

is St. John's Church, where the Ritualists of the Episcopal Church worship. A long line of low brick buildings faces St. Catherine street, westward of the Commercial Academy; this is the Nazareth Asylum for the blind, and the chapel, though unpretentious from the exterior, is within beautifully ornamented with scenes by M. Bourassa, the painter of the Notre Dame de Lourdes Church. Passing Bleury, the handsome St. James Methodist Church building is reached, built at a cost of \$300,000.



ST. JAMES METHODIST CHURCH

On the north-west side of Phillips Square is Christ Church Cathedral which in unity of design and symmetry of proportion surpasses anything of its kind on this continent. The Fulford Memorial at the side is very handsome, and in keeping with the architecture of the church.

The centre of the West End retail shopping district is conceded to be Phillips Square, and westward on St. Catherine Street are to be found some of the most attractive stores on the Continent. On the north west corner of Peel

street, is the new ten story Drummond Office Building, next to which is the oldest established and most reliable fur house in the city, John Henderson & Co.

At the head of University street, facing Pine ave., stands the Royal Victoria Hospital, the gift of two of Montreal's citizens, Lord Mount-Stephen and Lord Strathcona and



MONTREAL COLLEGE.

Mount Royal, who, with a view of commemorating the Queen's Jubilee, constructed and equipped this beautiful hospital, the city having provided the site.

As we go west on St. Catherine, there are two fine churches, St. James the Apostle, Episcopalian, corner of Bishop Street, and Douglas Methodist Church, corner of Chomedy.

MONTREAL COLLEGE

is the educational establishment of the Seminary of the Order of the Sulpicians, and original seigneurs of the Island of Montreal. It is a college for the education of youth and training of priests, and is largely attended, both from Canada and the United States. The old manor house of the seigniory

is still standing, and near Sherbrooke street the two remaining towers of the mountain fort stand out.

SHERBROOKE STREET

is a broad, handsome street at the base of the mountain, lined with the residences of most of the wealthy citizens of the place. It has, however, several buildings and objects of public interest worthy of inspection. The extreme west end of it is marked by a pile of massive buildings of extensive proportions, described on the preceding page, and coming east from Guy street one passes the Linton Apartments, Church of the Messiah, Sherbrooke Apartments, Erskine Church, Art Association, new Ritz-Carlton Hotel (a description of which will be found with illustrations on the next, few pages), and Mount Royal Club. Amidst the residences of Sherbrooke street and east of the foregoing are the grounds and buildings of McGill University and affiliated colleges occupying a conspicuous place. This is the chief University and teaching institution of the Province; and beginning with a modest endowment of the founder, James McGill, of £30,000 in 1813, it has developed, by the



MCGILL UNIVERSITY AND GROUNDS.

aid of handsome donations from wealthy citizens of Montreal, into a most efficient centre of education. The buildings are substantial, without attempt at architectural effect, and comprise the medical school, laboratories, etc., at the north-east end ; class rooms and laboratories in the centre ; and at the west the Molson Convocation Hall, College Museum and Library. The Presbyterian, Methodist and Congregational bodies have Theological Colleges adjoining the grounds. The large and handsome building, fronting the college buildings to the left, is the Peter Redpath Museum of Natural History, the gift of that gentleman to the University ; while that on the right is the new Chemistry, Physics and Engineering building, gifts of that generous millionaire Sir W. C. Macdonald. At the rear of the above mentioned buildings will be found the new and most elaborately equipped Medical Building in America, built with the assistance of its many wealthy benefactors.



MCGILL UNIVERSITY—OLD BUILDINGS.



THE RITZ-CARLTON, MONTREAL.

The Ritz-Carlton Hotel, Sherbrooke Street, Montreal, is the latest and most perfect example of the Ritz-Carlton theory of hotel design, decoration, cuisine and service, with

which the name of Ritz will be inseparably connected, and which involves a complete revolution in the sphere of the highest class hostelry.

The guest who enters the Montreal Ritz-Carlton by the main entrance on Sherbrooke Street will find himself, not in a cold and echoing hall surrounded by booths and counters, but in a softly-lighted, richly-carpeted, wide-spaced and



THE PALM ROOM

green-vistaed palm court. Through the palm court he will catch a glimpse of the exquisite oval dining-room of the main restaurant.

This room, one of the most perfect examples of the Adam style in existence, is designed to accommodate two hundred and fifty diners. Its lines and proportions are harmonious in the extreme. It is lighted from above by the



BLUE SALON.

reflected rays of innumerable lamps concealed in the cornice.



MANTEL PALM ROOM

While the dining-room is the feature of the south end of the hotel, the west end, to the right of the entering guest, contains the second of the two great architectural features of the main floor--in point of dimensions the first of them--the grand ball-room. Its functions are by no means confined to dancing; wedding receptions, concerts



THE DINING ROOM

and other social functions can be provided for, and being in direct connection with the palm court and entrance hall, it affords an excellent retreat for afternoon tea and conversation.

In the basement will be found the grill room, a well-lighted and pleasant room with accommodation for some hundred and sixty, intended for the use of those who prefer less formal surroundings for their meals than the oval



CORNER OF PALM ROOM

restaurant. These two dining-rooms, with a few private apartments near them, comprise the entire restaurant service. The ground plan of the hotel is in the form of a capital "L," of which the longer side lies on Sherbrooke Street and contains the ballroom, while the shorter is on Drummond Street and contains the oval restaurant; the palm court and entrance hall being at the juncture of the two wings. In the space



THE BALL ROOM.

between the wings lies a garden, like that of the city house of a well-to-do private person, on whose lawns tea will be served during the summer.

On the mezzanine and entresol floors immediately above the entrance hall and palm court are to be found the ladies' salons, the petits salons, a series of charming reception rooms quietly decorated in grays and blues in the prevailing

style, and so contrived and furnished as to have absolutely none of the stiffness and inhospitality of the ordinary hotel "parlor."

Every one of the sleeping apartments of the Ritz-Carlton commands an uninterrupted view over the most beautiful and tree-embowered residential section of the city, those on the north side looking up to the wooded slopes of Mount Royal, a scant half-mile away, and those on the south, east and west looking out over hundreds of miles of the valley of the St. Lawrence to the Green Mountains and the Adirondacks. Every room has one or more of the great windows which are essential to the light and airy style of the Adam Architecture. Every room has its own attached bathroom and built-in wardrobe, recalling in its ample proportions and lavish drawer-space the more generous planning of our forefathers. Every room has its supply of portable electric light standards, whereby the light may be brought to any point where the fancy of the guest may desire it.

A word may be said as to the location of the hotel. This has been selected in strict accordance with the Ritz principle. It is in the very middle of the best residential district of the city proper—just such a site as would be selected by a wealthy Montrealer desirous to create a home for himself and his family regardless of the price of real estate and having in view a life of the highest social activity. The hotel is, therefore, within a few hundred yards of the business section, but not on a business thoroughfare. It is surrounded by the homes of hundreds of Montreal's wealthiest and most prominent residents. No noise of traffic can disturb its guests, although they are within a couple of minutes of the busiest street in Canada.

The Ritz-Carlton is under the management of Mr. Frank S. Quick.

There are many pleasant drives in and around Montreal, the most popular being those around the Mountain and by



MOUNT ROYAL PARK DRIVE.

the Lachine Road. For the former we take Park Avenue, passing on our way a limestone structure surmounted by a beautiful dome. This is the "Hotel

Dieu," a cloister and hospital, with enclosures covering several acres. After passing the incline railway terminus a road turns to the left leading to the beautiful "Mount Royal Cemetery" (Protestant). The Cemetery adjoins Mount Royal, and is approached from the west side of the Mountain. A fine view is obtained of the country from Cote des Neiges, across the Island to the "Back River," or Ottawa, with its numerous hamlets, convents and churches.



WIND-MILL, LOWER LACHINE.

The drive to Lachine

will prove of the greatest interest. The Lower Lachine road leads along the banks of the St. Lawrence passing the ruins of the Old Lasalle mansion, one of the relics of the Island, and during the drive there may be seen the steamer descending the rapids.



RUINS OF THE LASALLE HOUSE.

THE VICTORIA JUBILEE BRIDGE.

At the time of the completion of the Victoria Tubular Bridge in 1860, it was considered the eighth wonder of the world, and was the admiration of not only the promoters and the railway company, but of all Canadians and others who looked upon it. Through increase in traffic, and with the onward march of time and improvement, the old bridge has become inefficient to meet the demands of the Grand Trunk Railway System, and the management concluded that it must be replaced with a structure which would meet all needs. In consequence a new open-work steel bridge with double tracks, carriage-ways and foot walks for pedestrians now rests on the piers which held the old Victoria Bridge for so many years.

The progress of the work on the bridge was delayed for the period of two months, during the winter of 1897-98, owing to very severe weather, and the actual time of con-

struction only extended over a period of about eight months; during that time the enormous traffic of the Grand Trunk was delayed but very little, practically nothing to speak of,



GENERAL OFFICES OF THE GRAND TRUNK RAILWAY SYSTEM
AND CANADIAN EXPRESS CO., MONTREAL.

the longest time on any one occasion that the line was closed to traffic being about two hours, and the total length of time closed during construction being about twenty hours.

While the width of the old bridge was sixteen feet, the width of the new bridge is sixty-six feet eight inches. The height of the old bridge was eighteen feet; the height of the new bridge over all is from forty to sixty feet.

The flooring of the present bridge will weigh 2,800 pounds per lineal foot, and each span has been so erected

that it will carry not only a train on each track, moving in opposite directions, but going at a rate of forty-five miles an hour, with a total weight of 4,000 pounds to the lineal foot, moving at the rate of twenty-five miles an hour; as well as drive-ways and foot walks crowded with vehicles and pedestrians.



THE VICTORIA JUBILEE BRIDGE.

The new bridge ranks, from an engineering standpoint, with the foremost structures of the age, as the bridge which it replaced ranked with the foremost of its time.

The view from the train while crossing the Victoria Jubilee Bridge is one of much grandeur, and if seen while approaching Montreal from the south shore, cannot but arrest the artistic sense of the beholder. With the St. Lawrence river sweeping under the massive structure, with hundreds of steamboats, sailing vessels, steam tugs and craft of every description scurrying hither and thither on the waters of this mighty stream, opposite the harbour, and the city of Montreal, it forms a beautiful picture.

SOUTH FROM MONTREAL.

MONTREAL TO NEW YORK, LAKE CHAMPLAIN,
LAKE GEORGE, THE ADIRONDACKS AND
SARATOGA SPRINGS, VIA DELAWARE & HUDSON
RAIL AND STEAMER LINES

The route to New York City from Montreal lies among some of the most celebrated scenery of America. It embraces Lake Champlain, Fort Ticonderoga, the Adirondacks, Lake George, Saratoga Springs, The Catskills and the magnificent scenery of the Hudson River. Leaving Montreal by the Canadian Pacific Railway, and crossing the St. Lawrence by the Lachine Bridge, the through train is delivered at Delson Junction to the Delaware and Hudson Ry. From this point the journey southward may be pursued entirely by rail, or partly by steamer, as desired; if the latter, the tourist may enjoy a delightful trip from Plattsburg to Montcalm Landing by the steamers of the Champlain Transportation Co. over the waters of the beautiful Lake Champlain, memorable in the annals of history.

ROUSES' POINT.

Rouses' Point is picturesquely situated on historic Lake Champlain, between the Adirondacks and Green Mountains, which here begin to rise until forming a picture of enchanting beauty, like majestic sentinels, they stand guard over the placid and cooling waters of beautiful Lake Champlain. Fort Montgomery is located here, on the site of old "Fort Blunder," which name was given from the fact that it was built by Americans on Canadian soil, thereby laying the foundation of the famous Ashburton treaty.

A run of twenty-five miles brings us to

PLATTSBURG,

which is a beautiful city on the west shore of Lake Cham-

plain just where the Saranac River empties into it. Modern events having rendered this the most conspicuous point on the lake, the tourist will soon discover that a sojourn of more than a single day will be required for an inspection of its various objects of interest. Plattsburg is the point at which the steamers for Lake Champlain ports are taken.



STEAMER "VERMONT."

The Champlain Transportation Company, which operates the beautiful steamers on Lake Champlain, is one of the best-equipped steamboat companies in America. The steamers make daily round trips in connection with the express trains of the Delaware & Hudson Railroad. These steamers are large, modern, and of sufficiently heavy burden to accommodate one thousand people. It is beyond question that upon no inland lake in the world is the passenger service more promptly attended to or the tourists more satisfactorily cared for than upon the steamers of this line.

The military works made memorable in the siege of Plattsburg in 1814 claim the attention of the tourist, who will also make a pilgrimage to the military graves in the cemetery.

Plattsburg attracts much interest as being one of the best U.S. Officers Training Camps during the summer season.

FROM PLATTSBURG TO THE ADIRONDACKS.

The Chateaugay Branch brings the entire Adirondack section within easy distance of all points on the D. & H. system. At Lake Placid, the terminus of the Chateaugay line, are located a number of the largest and most famous of the Adirondack hotels.

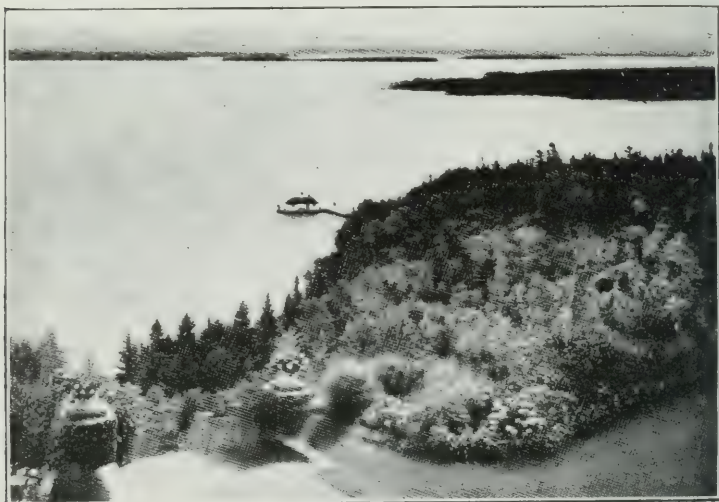
Many have been puzzled over the name "Adirondacks," and have desired to know its meaning and origin. The following explanation by Mr. S. R. Stoddard, author of "The Adirondacks," is the best we have seen:

"The term Adirondack, interpreted to mean 'Barkeater,' was originally applied in derision by Indians of the South to tribes occupying the northern slope of the interior, and in time was used to designate the mountains; until, finally, by common use it was extended to include the whole wilderness. The section is an irregular oval, covering about 90 miles east and west, and a hundred or more north and south, with its eastern third cut off by Lake George and Lake Champlain."

Some man with a keen sense of humor has said that the Chateaugay branch, having its beginning at Plattsburg, and penetrating the most delightful portion of the Adirondacks, should be called the "Bee Line," because its course is so like that of the busy bee flitting from flower to flower. There is a wonderful degree of freshness and variety in the scenery along this picturesque line; towering mountains hem in the horizon on each side, while here and there the valleys open out, disclosing vistas of lovely lakes skirted to the very edges with dense forests of pine and balsam. There is not a mile of the line which is not full of interest to the casual tourist, and it reaches hotels of all grades, from elegant, thoroughly-equipped houses, where the wealthy and fashionable may enjoy every luxury, to the more modest but comfortable resort, where people of the most moderate means find

delightful homes. In the earlier days of the Adirondack mountains as a summer resort, the long, tedious stage road, necessary to reach distant points, prevented hundreds from gratifying their desire to visit them, but most of the choicer places are now easily reached via Plattsburg. The lakes along this line include Chazy, Upper and Lower Chateaugay, Loon, Rainbow, the Upper and Lower Saranac, Lake Placid and Mirror Lake.

The Chateaugay Lakes are on the northern slope of the Adirondacks, partly in Clinton and partly in Franklin Counties, and have their outlet via the Chateaugay River, into the St. Lawrence. The Upper Chateaugay is about four miles long and two miles wide, and is surrounded by mountain peaks of various heights and shapes and at varying distances. This peculiar mountain setting gives the lake a charm that draws people to it year after year.



THE LAKE FROM HOTEL CHAMPLAIN.

Three miles south of Plattsburg, on the D. & H., all trains stop at that charming and well kept-station, Bluff Point, on beautiful grounds of Hotel Champlain, a natural and convenient stopping point for tourists making the trip to and from Montreal, the Adirondacks, the White Mountains or Lake Champlain points.

Hotel Champlain is absolutely fireproof—steam-heated throughout—and with its several cottages accommodates 400



HOTEL CHAMPLAIN, BLUFF POINT, N.Y.

persons. Modern in all its equipment, with a private bath available to practically every sleeping room, and the furnishings and service on a scale equal to the higher class hotels of New York City, it becomes the peer of all American resorts. Hotel Champlain is under the management of Mr. Joseph P. Greaves, and is conducted on the European plan.

The golf links, a full 18 hole course, is not only unsurpassed in the beautiful view of the lake which it offers, but for the enjoyment of the fine points of the game itself it ranks as one of the best courses in this country.



LADIES' PARLOR—HOTEL CHAMPLAIN.



CONCOURSE—HOTEL CHAMPLAIN.

Automobilists will be pleased at the consideration given to their comfort and accommodation in the new hotel. An automobile entrance has been constructed opening into a large foyer located on the basement floor. A ladies' parlor and dressing room, also on this floor, will prove a convenience to ladies arriving by automobile. The new and commodious concrete garage will be in the charge of efficient employees.

Realizing that there is an ever increasing number of persons who would delight to prolong their stay in the country beyond the usual closing date of summer resort hotels, it has been decided to extend the season of the Hotel Champlain as late in the autumn as there appears to be a sufficient demand for its accommodation.



DINING ROOM—HOTEL CHAMPLAIN.

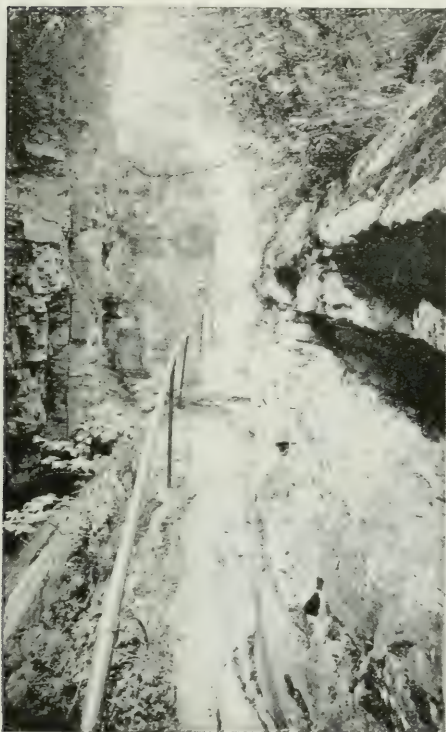


HOTEL AUSABLE CHASM.

AUSABLE CHASM.

The railway station and steamboat landing for Ausable Chasm is Port Kent, 15 miles from Plattsburg, 10 from Burlington, and 107 from Lake George village, the head of Lake George. The Chasm is distant three miles from Port Kent by rail.

The trip through the Chasm is one of intense interest, and certainly a half-day should be given to it, but it can be made in two or three hours. The length of the Chasm is nearly two miles; in some places it is over 50 feet wide, in others it is compressed to within ten, and from sixty to two hundred feet deep, with sharp turns, lateral fissures immense amphitheatres and chambers. The scenery is grand beyond description. The boat-ride over the last half-mile is one of the great features of this passage through a land of surprises, and the novel sensation of shooting the rapids and floating over unknown depths,



LONG GALLERY, AUSABLE CHASM.

although accomplished in perfect safety, is something long to be remembered.

The point of entrance into the Valley of the Ausable River is at Port Kent, but a few minutes ride from Plattsburg. Here close connection is made with trains of the D. & H., by the Keeseville, Ausable Chasm & Lake Champlain Railroad, three miles to the Chasm and six to Keeseville. The scenery on this line is very beautiful and picturesque, especially where it crosses the Chasm at the Horse-shoe Falls by a cantilever bridge 240 feet long and 140 feet above the water.

Here is presented the finest view of the most picturesque part of the Chasm.

The Hotel Ausable Chasm is one of the most comfortable hotels in the whole northern section. It is delightfully situated on a high plateau five hundred feet above, and commanding extended and grand views of Lake Champlain, and the Green Mountains on one side and of the Adirondack Mountains on the other. The hotel is modern in construction

has all the latest improvements, including steam heat, open fire-places, private baths, electric lights, artesian well, golf, etc. First class garage and fine grill room, where automobile parties may be served with meals at all hours.

In staying at Ausable Chasm for the night, the tourist is presented the opportunity in the morning of seeing the wonderful Chasm, having ample time to do so *en route* if his desire may be to push through on his journey that day without any loss of time. Although, if the traveller, in search of pleasure and the beautiful, can find it possible to spare the time, we know of nowhere upon his route where he will find more to repay him than here for a day, or very much longer



if he can give it, in exploring the wild fastnesses of Ausable Chasm, or in enjoying the many attractions offered him.

Continuing our course down Lake Champlain by steamer, our first port of call will be on the eastern side of Lake Champlain at the handsome city of BURLINGTON, with its University, its college, its scores of magnificent residences, its extensive manufactories, and its many historical associations.

Here the lake is at its widest, and one may look westward across its lovely surface and see the Adirondack Mountains, a sea of stern and rugged peaks, silhouetted

against the sky, while to the east rise the rounded slopes of the Green Mountains. Burlington has been aptly called



GRAND FLUME, FROM RAPIDS DOWN.

“The Naples of the midland sea” by one of the many poets who have sung its charms, while another writer has said

that it has the mountain scenery of Scotland, the sky and sunsets of Italy, the valleys and verdure of France, the lake views of Switzerland, with the park-like surroundings of an English landscape.

WESTPORT.

About thirty miles farther down the lake, on the N.Y. side, and thirty miles from Ticonderoga, is the pretty village of Westport, which has been known for many years as the eastern gateway of the Adirondacks, the great highway leading through Elizabethtown and Keene Valley to the Ausable Ponds, Lake Placid and the high mountain peaks.

Ten miles to the South of Westport, the next stop of importance by either steamer or train is

PORT HENRY,

beautifully located on the west shore of Lake Champlain. A steam ferry makes frequent trips daily to the historic ruins of Crown Point Fortress and Fort St. Frederic.

Leaving Port Henry, Lake Champlain assumes a more confined appearance, which becomes quite apparent as we reach

CROWN POINT.

This locality is rich in historical associations. Putnam's Creek, named after the renowned revolutionary hero, General Israel Putnam, here flows into Lake Champlain.

The crumbling walls of Fort St. Frederic, built by the French in 1731, and the still strong, massive walls and bastions of Fort Crown Point, built by Lord Amherst in 1759, at a cost of one million pounds sterling, are but six miles north. At this point has been erected by the State of New York and Vermont a memorial to Samuel de Champlain, discoverer of the Lake.

TICONDEROGA—(MONTCALM LANDING).

Towards the end of our steamer trip the tourist will soon perceive the venerable ruins of old "Fort Ti—," on a high rocky cliff at the confluence of the waters of Lakes George and Champlain ; it was here that Champlain first terrified the Iroquois by his arms, and where, later, Montcalm and Abercrombie met in battle. Mount Defiance stands opposite and Mount Independence on the Eastern shore of the Lake. The Pell family, who own the site of the old fort at Ticonderoga, have begun the restoration of the barracks and buildings. Much of this work has been completed, and many parts of the Fort could be readily recognized by Ethan Allen were he to come again to demand its surrender in the name of the Great Jehovah and the Continental Congress. The southern terminus of the steamboat line has been re-named Montcalm Landing, and here connection is made with the trains to Lake George, or to Saratoga, Albany, Troy and the south.

LAKE GEORGE.

This lake is situated in New York State, at the southeastern edge of the famous Adirondacks, 211 miles north of New York city. It is 36 miles long, varies from one to four miles in width, and in many places is 400 feet deep ; its altitude is 240 feet above Lake Champlain, into which it empties, and 333 feet above the Atlantic tide-level. It was discovered in 1642 by Father Isaac Jogues, a French Jesuit Missionary, while he was a captive in the hands of a band of marauding Iroquois Indians. He afterwards gave it the name of St. Sacrament. Over a century later General Johnson rechristened it Lake George, in honor of King George II, who then occupied the throne of England. Its Indian name was Andia-ta-rock-te, "Place where the lake closes," but Cooper, the novelist, preferred to call it Horicon, "Silvery Waters."

There are 220 islands clustered on its surface, nearly all of which are a part of the forest preserves in charge of the State, and remain as wild and romantic as they were centuries ago. Lake George in early days preceding American independence was the scene of almost daily battles between the French and English and their Indian allies. Here General Montcalm, with 10,000 men, besieged Fort William Henry, and General Abercrombie with 15,000 men, made an unsuccessful attack upon Ticonderoga.



NEW STEAMER "HORICON."

The well-appointed steamers, on their journey up the lake, make a score of stops, and cross and re-cross the lake many times. At each of these landing places are hotels of greater or less importance, all with characteristic attractions and filled with summer guests. The very stopping at these landings is a source of diversified pleasure to the tourists, as at each wharf is found a gay group of summer campers who rally there at boat-time, as the villagers were wont to do around the country store when the daily stage arrived.

About midway of the lake, at the beginning of the far-famed narrows, is Green Island, larger and more picturesque than any of its three hundred and odd companions. On Green Island stood the famous Sagamore, recently destroyed by fire.



FT. WILLIAM HENRY HOTEL, LAKE GEORGE, N.Y.

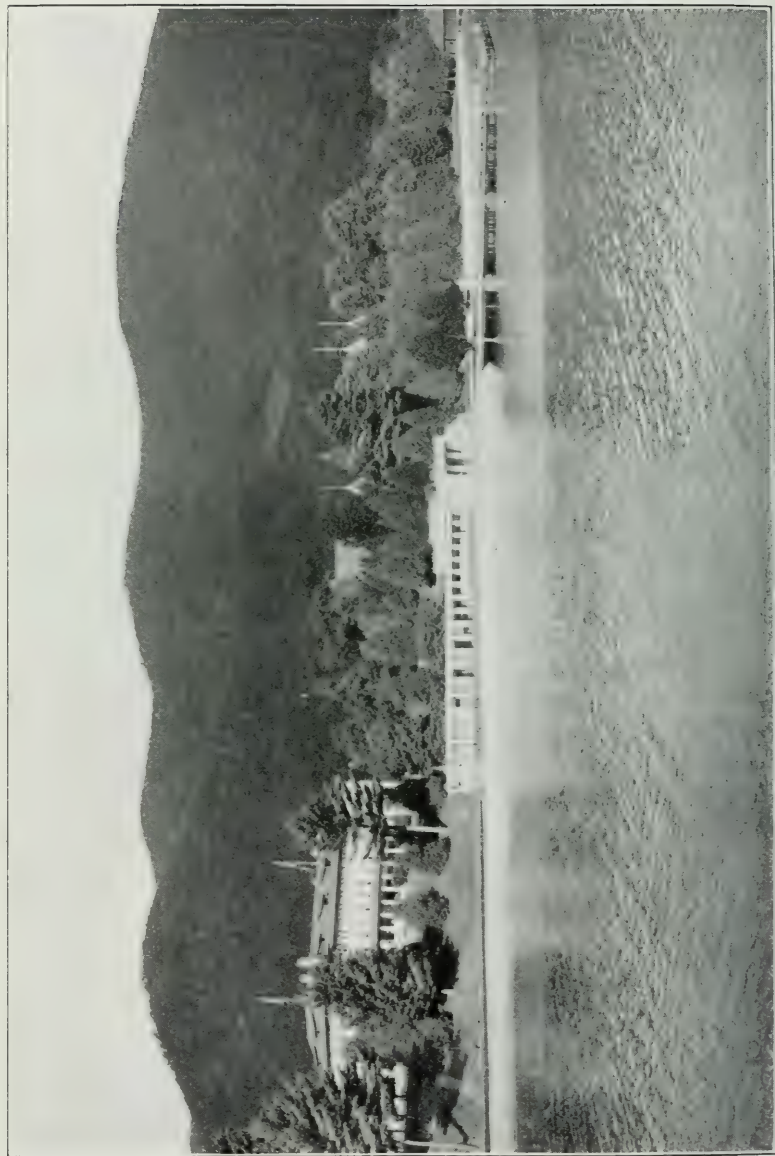
The trip up Lake George from Baldwin to Lake George Station challenges at every point of scenic beauty any other trip of equal length on the American continent. From time almost immemorial, poets and writers have apostrophized Lake George and laid their literary tributes in prose and verse upon its altar.

Located directly at the head of the lake is its chief town, Lake George, formerly know as Caldwell.

LAKE GEORGE STATION.

Here steamers connect with trains of the Delaware & Hudson upon the large pier which forms the dock and railway station.

The hotel accommodation afforded by the hotels of Lake George are of the best.



FORT WM. HENRY HOTEL, LAKE GEORGE AND PROSPECT MOUNTAIN.

The Ft. William Henry Hotel, enjoys a world-wide reputation for hospitality and general excellence. Under the management of Mr. Charles A. Douglass, and conducted on the European plan, it is open for the reception of guests June

Concourse
Fort William
Henry
Hotel.



Ladies'
Parlor
Fort William
Henry
Hotel

to October. It is of absolutely fireproof construction, following the architectural style of the Elizabethan period, and the interior and furnishings of the latter part of the 18th century. It has accommodation for about 150 persons, and practically every sleeping room is accessible to a private bath.

The Fort William Henry Hotel, on account of its

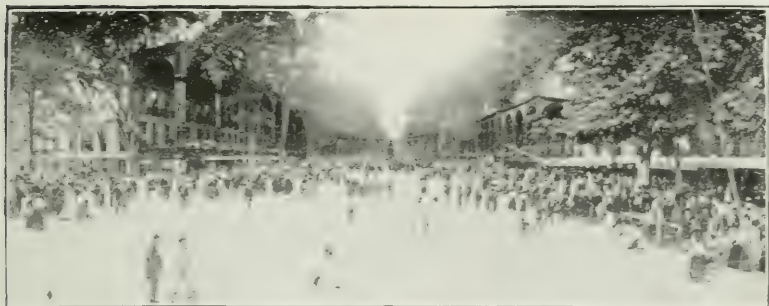
advantageous location, has become a favorite stopping place for automobilists.



As good roads are legion in the vicinity of the Fort William Henry Hotel, automobilists will find no inconvenience in reaching it from any point. The hotel is on the Adirondack trail and Iroquois trail of the Empire tours, maps of which will be furnished upon request. Interesting trips, by auto or carriage, to Glens Falls, Saratoga Springs, Warrensburg, Rogers Rocks, Schroon Lake, Chestertown, Crown Point, Fort Ticonderoga, Ausable Chasm, and the new Hotel Champlain at Bluff Point.

One hour's ride on the Delaware & Hudson Co. Railway from Lake George Station brings us to Saratoga Springs. This ideal health resort, peerless in all things that make for health and pleasure, is easily accessible. Only $5\frac{1}{2}$ hours from New York, 6 from Boston, $2\frac{1}{2}$ from Albany, the State's capital, 6 from Montreal.

SARATOGA SPRINGS.



BROADWAY, SARATOGA, IN AUGUST

Saratoga has a population and prestige that makes it the greatest of watering places. Nature has dealt bountifully with this spot in providing many natural springs. The State of New York appropriated large sums and purchased the Springs and made a State reservation.

Of these springs, "for the healing of the nations," there are more than forty in the basin running from north to south and no two alike in chemical analysis or therapeutic effects. The wonder of it all is that so wide a diversity of healing potency is found in springs of such close proximity. In several places two springs are flowing from openings a few feet apart and they are totally different. How long ago nature, through a subterranean upheaval, provided these springs will never be definitely known, but they have been flowing to the knowledge of man for nearly two hundred years. Sir William Johnston, carried thither by loyal Indian braves, drank of these waters and was healed over one hundred and fifty years ago. Of all the famed spas of the Old World including Baden Baden, Weisbaden or Germany, none can compare in variety and power to these inexhaustible health-giving founts

One of the chief attractions of Saratoga Springs is found in its many miles of broad thoroughfares shaded by arches of stately maples and lordly graceful elms. No more delightful drives can be imagined than in the village and environs. The best of roads, always sprinkled for automobiling lead in all directions, and many tourists include this place on their itinerary.

No village or city in the world can boast a more beautiful thoroughfare than the Broadway of Saratoga Springs ; over a mile in length it is splendidly macadamized and here are found palatial residences surrounded by ample velvet and well kept lawns, with just enough graceful shade trees to complete its charms. Yet it is only one of the avenues which the village affords—unsurpassed anywhere.

Saratoga Lake is a gem of waters, six miles long, easily accessible by drive or trolley, and has been the scene of many an historicaquatic contest.

Then there are beautiful villas and parks, open to the public. South-east of the village is Yaddo, the princely estate of Spencer Trask, a veritable bower of beauty. Out on Broadway is Woodlawn Park with miles of superbly graveled and shaded roads. On the lake shore lies Kaydross Park with a summer theatre, dancing and other attractions. In the village proper are celebrated parks.

The Hotels of Saratoga Springs are marvels of size, comfort and cuisine. The two largest are clustered in neighbourly proximity on Broadway and are substantial brick structures with commodious rooms and model in appointments. Two are built around large courts in which are fountains and shaded walks 'neath century old elms.

And then there is entertainment of all kinds. For those who love to explore nature's haunts, there are several days to be devoted to seeing the beautiful glens and dales in and

about Saratoga Springs. If one does not care to sit on the broad piazzas and listen to the music he or she may indulge in athletic sports. One of the finest 9 hole golf courses to be found anywhere is here to the northwest of the village, where one can also play tennis, croquet and other games. Summer guests are welcomed to these grounds and arrangements can be made at the club to use them during the season.

For those who love to hold the reins over a spirited horse, there is a specially constructed speedway for trotting only. Stretching away from the centre of the village for a mile into the country toward Saratoga Lake, is this straight and level pathway. It is built after the most approved plans, and is excelled nowhere. This makes it possible for owners of fine trotting stock to enjoy their daily spins during the warm weather in the delightful air cooled by mountain breeze.

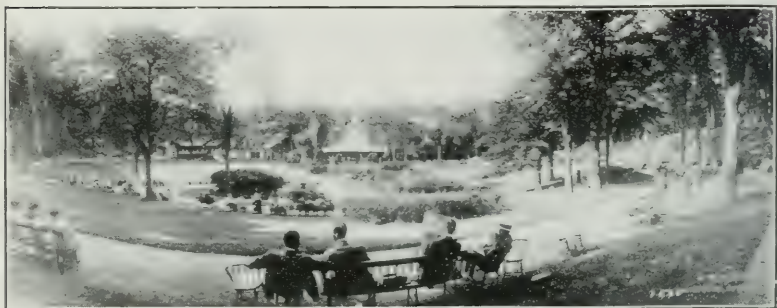
Saratoga Springs and vicinity teem with historic lore. At Schuylerville, a few miles away, stands the Saratoga Battle Monument where the decisive battle of the Revolution was fought and there General Burgoyne surrendered. There, too, is the Schuyler Mansion renowned in history. Bemis Heights can be viewed while at this point. These places are easy of access and lead through the beautiful country, making a delightful drive or spin in the auto.

Saratoga Springs is a model place to hold conventions. It is compact, and for that reason delegates can get to session easily and quickly. Then, too, there are no attractions of a mediocre nature, such as are found in many places which bid for conventions, to lure away those who should attend. Best of all there is a mammoth Convention Hall, permanently

built of brick capable of seating 5,000 persons comfortably, with ample facilities and rooms for committee meetings. It is seldom taxed to its capacity, although some large conventions have been held in it. Every seat commands an unobstructed view of the stage which can seat 200 persons. This hall can be reached in a very few minutes from any of the hotels. Nothing which experience and observation have dictated has been spared to make this the most completely appointed permanent mammoth Convention Hall in America. It is absolutely free to all conventions.

There is a magnificent casino, with curios gathered from Saratoga Battlefields and valuable documents from revolutionary times situated in the Canfield Village Park.

All in all, Saratoga Springs is a most delightful place summer or winter, and despite any erroneous impression which may have gained credence, it is as reasonable a place in which to live as one usually finds, and surely more so than many resort towns. Many prominent people have taken a permanent residence here. Where could you spend your vacation more advantageously than at Saratoga Springs?



PARK AND CONGRESS SPRING

FROM MONTREAL TO THE LAURENTIANS.

THE LAURENTIAN HILLS

are within a few hours' ride of Montreal. In this vast region is a labyrinth of lakes and streams, forming a perfect network of water stretches which teem with fish of different species, and in some parts of the country large and small game are also plentiful. Until within a few years this territory was very difficult of access and but little explored. The Mont Laurier branch of the C.P.R. penetrates this Laurentian land, and opens up new and virgin fields of sport. The scenery along the route is of a varied and most interesting character, including forests, lakes, rivers and mountains. The great Horseshoe Curve in the mountains is a worthy rival of that of the famous Pennsylvania in the splendours of scenic beauty it reveals.

From Ste. Therese the railway through the Laurentians branches off to the north, and thirteen miles further on is St. Jerome, from which the Canadian Northern Ry. leads to Ste. Julienne, past New Glasgow, prettily situated on the side of a mountain and in the valley below, near the waterfalls of a mountain stream. Above the falls is good fly trout fishing, and in Lac L'Achigan, about eleven miles away, there are speckled and grey trout and bass, while in the lakes a few miles further north these latter fish are plentiful. Between St. Jerome and New Glasgow is Ste. Sophie, where there is excellent trout fishing.

Shawbridge, forty-two miles from Montreal, is the gateway to the lake district of Ste. Angelique, a region little known to tourists and where there is good camping, boating and fishing. Two miles further on the Canadian Northern Railway leads off to another virgin field, winding up the mountain sides to one of the highest points in the Province.

From St. Margaret, or Belisle's Mills, it is a three-mile drive to Ste. Marguerite, a pretty village on Lac Masson, where from the crest of a near-by mountain a glorious landscape is obtained. Within view are no fewer than eighteen lakes and north and east is Lac Charlebois, famous for its



BATHING
AT
FRONTENAC
ISLAND,
SHAWBRIDGE

FALLS
AT
LAC
TREMBLANT



trout. By a series of dams a waterway has been constructed from Lac Masson to Lac des Islets.

Near where the Laurentian Mountains reach their greatest altitude is the pleasant village of Ste. Agathe des Monts.

which is sixty-four miles from Montreal, and delightfully situated on one of the most winsome lakes—des Sables—and within a radius of seven or eight miles are no fewer than thirty-three lakes. The roads in the vicinity are good, enabling visitors to drive through the country and reach nameless lakelets, in which few lines have ever been cast.

Lake Manitou, is reached by a five-mile drive from Ste. Agathe, or by steam launch from Ivry station. Manitou is a delightful lake, and on its shores are erected the summer residences of a number of Montreal's leading citizens.

From Ste. Agathe it is an attractive seven-mile drive to Ste. Lucie, around which clustre twenty fishing lakes.

St. Faustin, on the railway line, seventy-eight miles from Montreal, has sixteen well-stocked lakes in close proximity, and at many of them rude accommodation is furnished.

St. Jovite, eight miles further north, is another charming lake centre. The village is picturesquely situated in a broad valley, and although its birth dates back only a few years it evidences a prosperous growth. The Riviere au Diable, flows near the village.

Lac Tremblant, the largest lake in the district, is reached from Mount Tremblant, the next railway station north, by a short drive over an excellent road. Before one looms the tremendous mass the natives have called Trembling Mountain—La Montagne qui Tremble—on account of the strange tremors to which it is said to be subject, and of which no man has yet explained the cause. From this lofty point of vantage an idea of what the wilderness really means is gained, and it fills the mind with awe.

The railway has been extended beyond Labelle, around which cluster innumerable lakes, rivalling those further south in their charm of surroundings and repute amongst

anglers. From a quarter of a mile to twenty miles they are to be found, some easy and some more difficult of access, but in few of them will the tourist be disappointed. Here, as at the other places mentioned, guides are easily procurable,



TREMBLING MOUNTAIN AND LAKE

vehicles and boats are for hire, and the tourist can be assured of a maximum of pleasure at a minimum of expense. Further along the railway is Macaza, and the Nomingue district, another great sporting region, from which canoe trips can be made in many directions.

MONTREAL TO QUEBEC.

VIA THE CANADIAN PACIFIC RAILWAY.

At many points on the journey down the north bank of the St. Lawrence by the Canadian Pacific Railway the scenery is wild and picturesque, and all along the line can be observed abundant traces of the primitive French methods that marked the early settlement of this region. Numerous noted fishing waters are crossed, for this is one of the best localities for the angler of all the many good points in the Province of Quebec.

The Mastigouche Lakes, which include some of the most noted fishing waters of America, are reached by branch railway from Joliette, 55 miles east of Montreal, to St. Gabriel de Brandon, 22 miles north, and beyond these are other lakes and streams which offer splendid sport to the angler and unexcelled canoe routes which lead to Lake St. John, to the St. Maurice, and to the upper waters of the Ottawa, from which the St. Lawrence can be again reached.

On the St. Maurice River, between Three Rivers and Grandes Piles, to which a branch of Canadian Pacific Railway runs, are the Shawinigan and Grand Mere Falls.

The Shawinigan is termed the Queen of Canadian Falls, rivalling Niagara in immensity and sublimity. The fall is divided by a wooded island in the centre, the temporarily separated waters uniting at the foot. Down the slope of 160 feet, and at every conceivable angle, the resistless waters pour. The scene is one of wild and unsurpassed beauty. The falls of the Grand Mere, some distance above Shawinigan, are only fifty feet high, but are well worth a visit. Higher up the St. Maurice at the beginning of the navigable portion of the river, is the village of Grandes Piles. This is at the very gateway of the Laurentians proper, through which the only passage way is the river, which runs a serpentine course from La Tuque to Grandes Piles, a distance of 70 miles. The region back of the river abounds in lakes and streams, which, filled with fish, attract anglers in great numbers, many of the waters being leased by fishing clubs. There are important iron works at Radnor Forges (established in the eighteenth century), eleven miles from Three Rivers on the branch which leads to Grand Mere, and from Radnor comes a well-known mineral water. Cap de la Madeleine, where there is an historic church and shrine, is a few miles from Three Rivers.

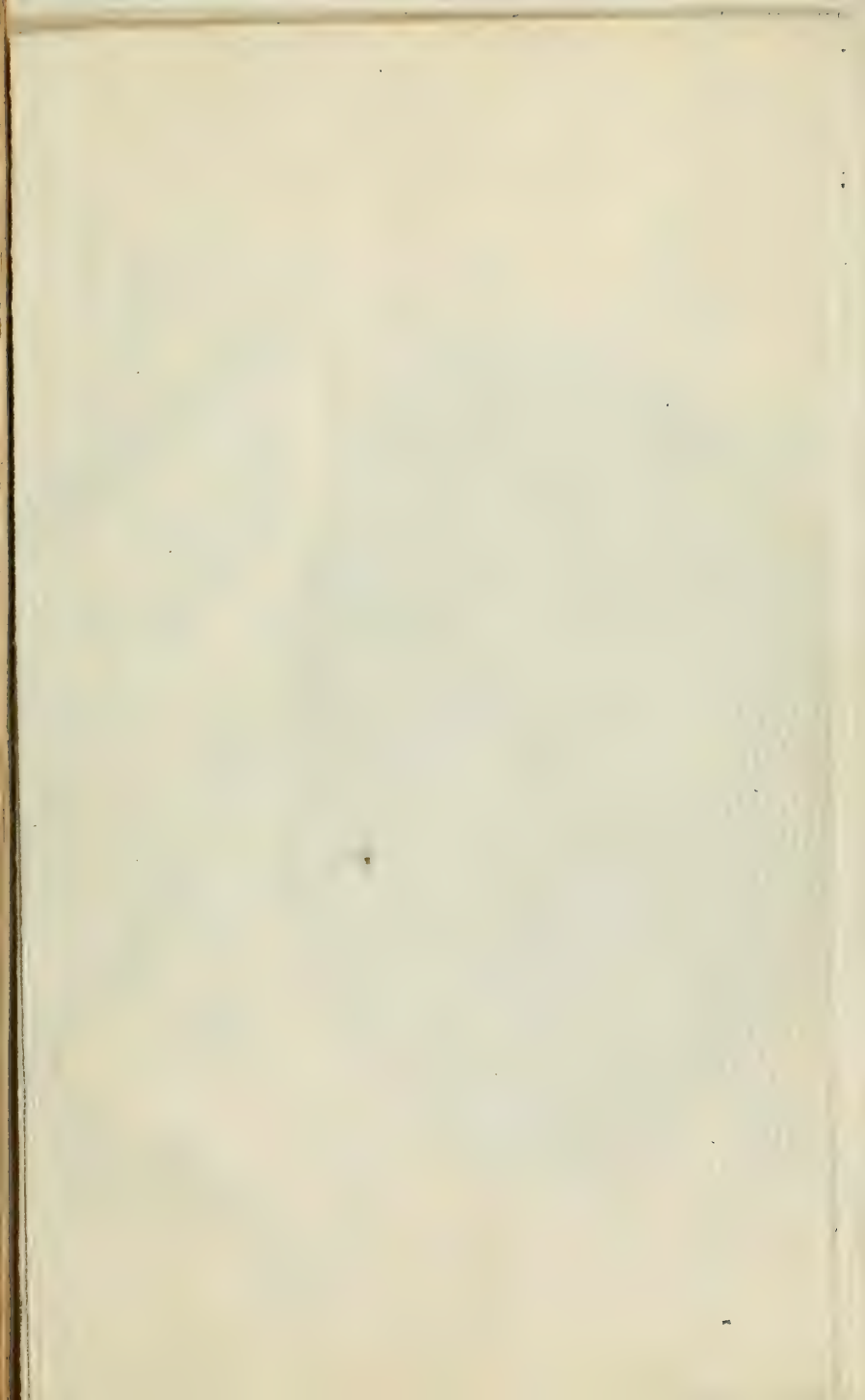
The remainder of the route from Three Rivers to Quebec by the Canadian Pacific is through a country similar to that already referred to.

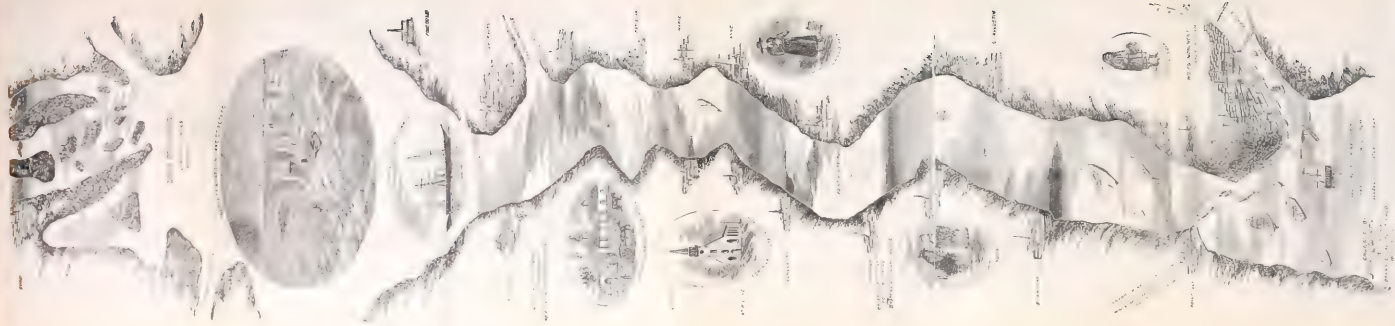
MONTREAL TO QUEBEC

VIA CANADA STEAMSHIP LINES, LIMITED

We shall now leave Montreal and proceed to Quebec taking as our conveyance the popular Canada Steamship Lines, Limited, Mail Line. The two splendid vessels the "Montreal" and "Quebec" make a trip between Montreal and Quebec every night, during the time that navigation is open. Any traveller preferring the land route can take the Canadian Pacific Ry. (from Place Viger Station), which runs along the north shore of the St. Lawrence directly into Quebec; or the Grand Trunk Railway, and arrive at Point Levis opposite "the Ancient Capital," whence a steam ferry will soon convey them across the river; or by the Grand Trunk to Sherbrooke, thence by the picturesque Quebec Central Railway; or by the Intercolonial Railway. To many, however, the most agreeable route is that selected by us for description. We shall, therefore, go on board the "Montreal" or "Quebec," take a stateroom, and be landed early next morning at one of the quays of Quebec.

The scenery on this route is not striking, we shall therefore content ourselves with briefly noticing the principal points, many of which our vessel will pass while probably we ourselves are enjoying a refreshing sleep. As we steam out from the wharf, we pass the shores of the Island of St. Helen's, so called after the beautiful wife of Champlain the first Governor of Canada, and the founder of Quebec.





J. B. LALIBERTE.
145 St. Joseph Street, Québec



Just below the Island is the village of Longueuil, a favorite summer resort of the citizens of Montreal.

SOREL,

or William Henry, is situated at the mouth of the Richelieu, the outlet of Lake Champlain into the St. Lawrence. It occupies the site of a fort built by the Marquis de Tracy in 1665, and was for many years the summer residence of the English Governors of Canada, and here Queen Victoria's father at one time resided. The population is about 8,420.

Immediately below Sorel the river widens into a lake called

LAKE ST. PETER,

which is about 35 miles in length and about 10 miles in width. It is very shallow, except in a narrow channel which has been excavated for the ocean steamers and sailing vessels of very large tonnage coming up to Montreal during the summer season.

In calm weather it is pleasant sailing over its waves, but, owing to its shallowness, a strong wind causes its waves to rise tempestuously, and many wrecks, principally of rafts, take place every year. We now touch at the half-way port of

THREE RIVERS,

situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. Three Rivers recently suffered from a conflagration, and of its oldest buildings only the Ursuline Convent escaped destruction. The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is about 13,691.

BATISCAN,

a village of little importance, is the last stopping-place before reaching Quebec. Seven miles above Quebec, we pass the mouth of the Chaudiere river. A short distance from its entrance are situated the Chaudiere Falls. The Falls are very beautiful and romantic, and are annually visited by large numbers of tourists. The river at this point is about four hundred feet wide, and the height of the Falls is one hundred and twenty-five feet. The course of the river is thickly studded with picturesque islands, covered with fine trees, which add much to the beauty of the scenery.

In passing down the St. Lawrence, the country upon its banks presents a sameness in its general scenery, until we approach the vicinity of Quebec. The villages and hamlets are decidedly French in character, and are generally made up of small buildings, the better class painted white, or white-washed, with red roofs. Prominent in the distance appear the tin-covered spires of the Catholic churches, which are all constructed in a style of architecture peculiar to that Church.

The rafts of timber afford a highly interesting feature on the river as the traveller passes along. On each a shed is built for raftsmen, some of whom rig out their huge, unwieldy craft with gay streamers, which flutter from the tops of the poles. Thus, when several of these rafts are grappled together, forming, as it were, a floating island of timber, the sight is extremely picturesque; and when the voices of those hardy sons of the forest and the stream join in some of their Canadian boat-songs, the wild music, borne by the breeze along the waters, has a charming effect. Many of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

We now come in sight of the "Gibraltar of America," as the fortified city we are approaching has been called.

QUEBEC.



QUEBEC FROM CANADA S.S. LINE STEAMER.

Quebec was founded by Champlain, in 1608, on the site of an Indian village, called Stadacona. It is the second city in the Province, and has a population of about 80,000. The form of the city is nearly that of a triangle, the Plains of Abraham forming the base, and the rivers St. Lawrence and St. Charles, the sides. It is divided into two parts—Upper and Lower Towns. The Upper Town is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is the most formidable fortress in America. The Lower Town is built upon a strip of land which runs

at the base of the Cape, and of the high grounds upon which the Upper Town stands; and the suburbs of St. Roch's and St. John's extend along the river St. Charles to the Plains of Abraham. Quebec was taken by the British and Colonial

CHATEAU
FRONTENAC



DUFFERIN
TERRACE

forces in 1629, but restored to France in 1722. It was finally captured by Wolfe in 1759, and together with all the French possessions in North America was ceded to Great Britain by the treaty of 1763.

The principal streets in Quebec including the city and suburbs are the following: St. John Street, which extends from Fabrique street to St. John's Gate in the Upper Town, and is occupied chiefly by retail stores; St. Louis Street, a handsome and well-built street, extending from the Place d'Armes to the old St. Louis Gate, and occupied principally by lawyers' offices and private dwellings. D'Auteuil street



QUEBEC, SHOWING DUFFERIN TERRACE.

faces the Esplanade and the grounds where the military were drilled, and is an elegant street, mostly of private dwellings; Grande Allee on St. Louis road, outside St. Louis Gate, and leading to the Plains of Abraham, is a pleasant and beautiful street on which are many elegant villa residences; St. John street without is also a fine street occupied by shops and pri-

vate dwellings. The principal street in the Lower Town is St. Peter, on which, and on the wharves and small streets which branch from it, most of the banks, insurance companies, and merchants' offices are situated.



CAPE DIAMOND, QUEBEC.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.

The line of fortification, enclosing the Citadel and the Upper Town, is nearly three miles in length, and the guns with which they are mounted are mostly thirty-two and forty-eight pounders. Until the past few years there were five gates to the city, three of which, Prescott, Palace and Hope



NEW ST. LOUIS GATE.

gates, communicated with the Lower Town, and two of which, St. Louis and St. John's gates, communicated with the suburbs of the same name. About three-quarters of a mile from the city are four Martello Towers, fronting the Plains of Abraham, and intended to impede the advance of an enemy in that direction.

Dufferin Terrace, in Upper Town, is a promenade built out from the edge of the rock on which the town is built, extending for a quarter of a mile to the base of the Citadel making it the longest place of the kind anywhere. It occupies the site of the old castle of St. Louis, which was burned in 1834; it was erected by a nobleman whose name it bears. It was opened in its present form on June 10, 1879, by the



CHAMPLAIN BREAK-NECK STEPS.

Princess Louise, its former title of Durham Terrace being changed to the present one.

On the north side of Place d'Armes, coming off the Dufferin Terrace, is the Union Building, erected in 1805, upon the site of a previous building occupied as a residence, in 1649, by Governor d'Ailleboust.

This building has a very interesting history. Originally occupied by the famous Barons' Club, it was afterwards used as the Union and St. George's hotels, and became the Departmental Building of the Dominion of Canada during the important period of the formation of Confederation.

It was under this roof that war was declared with the United States, in 1812.



THE CHATEAU FRONTENAC.

At its eastern end is erected the magnificent Chateau Frontenac hotel, in which the Can. Pac. Ry. have invested over \$2,000,000. Its site, overlooking the St. Lawrence, is perhaps the grandest on the continent, affording an incomparable view of the picturesque and historic surroundings. It is built after the style of the *chateaux* of Old France, of course modified to meet modern requirements. The stately structure is seven stories high, and is so planned that every window affords a charming outlook. It contains no fewer than 300 sleeping apartments, either single or in suites of from two to eight, as may be required. The Chateau is worthy of its grand site, and in the magnificence of its luxurious appointments finds no rival in Canada, and very few in the world.

The Public Garden fronts on Des Carrieres Street, Upper Town, and contains a fine monument, which was erected to the memory of Wolfe and Montcalm in 1827. The height of this monument is 65 feet, its design is chaste and beautiful, and no stranger should leave Quebec without visiting it.

The Place d'Armes is an open piece of ground around which the new Chateau Frontenac, the Government offices, the English Cathedral, and the old Court House are situated.

The Esplanade is a beautiful piece of ground, situated between D'Auteuil street and the ramparts.



MONTCALM MONUMENT.



A QUEBEC CALECHE.

on the Upper Town market-place, is a very large and commodious building, but with no great pretensions to architecture. It was founded in 1666 by Bishop Laval, and, being destroyed at the capture by Wolfe, was rebuilt as it is

now. The interior is handsomely fitted up, and has several fine paintings by the Old Masters, which are well worthy of inspection. The church will seat 4,000 persons. It has a good organ.

St. Patrick's Church on St. Helen Street, Upper Town, is a neat and comfortable building, and is capable of seating about 3,000 persons.



UPPER-TOWN MARKET.

St. Roch's Church, on St. Joseph and Church streets, in St. Roch's suburbs, is a large and commodious building, and will seat 4,000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, in the Market Square, Lower Town, is one of the oldest buildings in the city. It has no pretensions to architectural beauty, but is comfortably fitted up, and will seat over 2,000 persons.

The English Cathedral is situated between Garden street, St. Ann street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, and will seat between 3,000 and 4,000 persons. This church, which was erected in 1804, has a good organ and is neatly fitted up.

Trinity Church, Episcopal, situated on St. Nicholas street, Upper Town, is a neat cut stone building, erected in 1824. It is 74 by 48 feet, and the interior is handsomely decorated.



LEGISLATIVE PARLIAMENT BUILDING.

PUBLIC BUILDINGS.

The other principal buildings worthy of notice are :— The new Parliament and Departmental Buildings on the Grande Allee on high ground outside the St. Louis Gate. They are of grey stone, and present an imposing appearance.

The Hotel Dieu hospital and church, which front on Palace Street, Upper Town, and connected with the cemetery and garden, cover an area of about ten acres. The

buildings are spacious and substantial, and the hospital has beds for about sixty sick persons.

The Seminary Buildings, adjoining the Cathedral, are massive, quaint and interesting. The chapel has some fine paintings.

The General Hospital is situated on River St. Charles, in St. Roch's ward. The hospital, convent and church are a handsome quadrangular pile of stone buildings, well adapted to the purpose for which they are designed.

The Ursuline Convent, situated on Garden street, Upper Town, was founded in 1641. A number of fine paintings are here to be seen, and application for admission should be made to the Lady Superioress.

Laval University is between the Seminary Gardens and the Ramparts, Upper Town. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine garden in the rear. The Museum, Library and Picture Gallery are worthy of notice.

The Court House and the City Hall are substantial stone buildings, situated on St. Louis street, and well adapted to their respective purposes.

Morrin College, at the corner of Ann and St. Stanislaus streets, is a Protestant institution, and contains the libraries of the Historical Society, a rare collection relating to Canadian History.

The Marine Hospital, situated in St. Roch's ward, on River St. Charles, is intended for the use of sailors and emigrants, and is a beautiful stone building of four stories. It was erected at the cost of £15,000, and will accommodate about 400 patients.

The Lunatic Asylum is situated at Beauport, two and a half miles from Quebec, and is an extensive building enclosed in a park of some 200 acres.

The new Theatre is a handsome brick and stone edifice, situated on St. John street, Upper Town.

As the seat of French power in America, until 1759, the great fortress of English rule in British America, and the key of the St. Lawrence—Quebec must ever possess interest of no ordinary character for well-informed tourists. Living is comparatively cheap, and hotel accommodation equal to Montreal in every respect.

A city crowning the summit of a lofty cape must necessarily be difficult of access; and when it is remembered how irregular is the plateau on which it stands, having yet for thoroughfares the identical Indian paths of Stadacona or the narrow avenues and approaches of its first settlers in 1608, it would be vain to hope for regularity, breadth and beauty in streets such as modern cities can glory in. It is yet in its leading features a city of the 17th century—a quaint, curious, drowsy, but healthy location for human beings; a cheap place of abode. If you like a crenelated fort with loopholes, grim-looking old guns, pyramids of shot and shell, such is the spectacle high up in the skies in the airy locality called the Upper Town. Some hundred feet below it appears a crowded mart of commerce, with vast beaches, where rafts and timber innumerable rest in safety a few feet from where a whole fleet of Great



WOLFE'S MONUMENT.

Easterns might float securely on the waters of the famed river. On the Plains of Abraham stands Wolfe's monument close to the spot where the immortal hero expired and near to the well from which water was procured to moisten



BEAUPORT ROAD.

his parched lips. A few minutes more bring one to Mr. Price's villa, Wolffield, where may be seen the rugged path up the St. Denis burn, by which the Highlanders and the English soldiers gained a footing above, on the 13th September, 1759, destined to revolutionize the new world, the British being guided by a French prisoner of war, brought with them from England (Denis de Vitre, an old Quebecer), or possibly by Major Stobo, who had, in 1758, escaped from a French prison in Quebec, and returned to his countrymen, the English, accompanying Saunders' fleet to Quebec.

The tourist next drives past Thornhill, Sir Francis Hincks' old home, when Premier under Lord Elgin. Opposite appears the leafy glade of Spencer Wood, so grateful a summer retreat that my lord used to say: "There he not only loved to live, but would like to rest his bones." Next comes Spencer Grange, then Woodfield, the beautiful homestead of the Hon. Wm. Sheppard in 1840, and of the late James Gibb for many years after. Then follows lovely Benmore, Col. Rhodes' country seat. Clermont, Beauvoir, Kilmarnock, Cataraqui, Kelgraston, Kirk-Ella, Meadow Bank, etc., until after a nine miles' drive Redclyffe closes the rural landscape. Redclyffe is on the top of Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1541. The visitor can now return to the city by the same road, or select the St. Foy road skirting the classic heights where General Murray, six months after the first battle of the Plains, lost the second, 28th April, 1760—the St. Foy Church was then occupied by the British soldiers. Next comes Holland House, Montgomery's headquarters in 1775, behind which is "Holland Tree," overshadowing as of yore the graves of the Hollands.

The tourist shortly after observes the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.

In close proximity appear the bright *parterres* or umbrageous groves of Bellevue, Hamwood, Bijou, Westfield, and Sans Bruit, the dark gothic arches of Findlay Asylum, and the traveller re-enters by St. John suburbs, with the broad basin of the St. Charles and the pretty Island of Orleans staring him in the face. Drive down next to see Montmorenci Falls, and the little room which the Duke of Kent, Queen Victoria's father, occupied in 1791. A trip to the

Island of Orleans, in the ferry, will also repay the trouble; it costs very little and half an hour of brisk steaming will do it. Cross to St. Joseph de Levis, per ferry steamer, and go and behold the most complete, the most formidable as to plan, the most modern earthworks in the world. Drive to Lake Beauport, to luxuriate on its red trout, then to the Hermitage at Charlesbourg. Step into the Chateau Bigot; sit down like Volney, amidst the ruins of Palmyra, and meditate on the romantic though unhappy fate of dark-eyed Caroline, Bigot's Rosamond. You imagine you have seen everything; not so, my friend! tell your driver to let you out opposite Ringfield, on the Charlesbourg road, and the obliging proprietor will surely grant you leave to visit the extensive earthworks, behind his residence, raised by Montcalm in 1759—so appropriately called Ringfield; hurry back to town to spend the evening agreeably at the Morrin College, in the cosy rooms of the Literary and Historical Society, and retire early, preparing yourself for the great campaign of the morrow.

TO MONTMORENCY FALLS AND ST. ANNE DE BEAUPRE.

Large and commodious electric cars run at frequent intervals between Quebec, Montmorency Falls and St. Anne de Beaupre. The scenery along the route of the St. Anne Railway is rich in natural picturesqueness, and the spot has been the cradle of the Canadian people, besides being the scene of many great historical events. The route from Quebec to St. Anne may be compared to a splendid panorama. The Falls of Montmorency river add a touch of grandeur to the scene. On one side of the river, to the left, we have La Canardiere, Charlesbourg, Beauport, L'Ange Gardien, Chateau Richer, and finally St. Anne de Beaupre;

while on the other are the city and harbor of Quebec, Levis, St. Joseph and the Isle of Orleans.

After the train leaves the Quebec station, it crosses the St. Charles river, and the first stop is at the little village of Hedleyville. About a mile up the St. Charles stands the cross erected on the spot where Jacques Cartier and the crews of his three vessels, "La Grande Hermine," "La Petite



MONTMORENCY FALLS.

Hermine," and "L'Emerillon," spent the winter in 1539.

To the right of La Canardiere is Maizerets, a large farm belonging to the Quebec seminary, established over two hundred years ago. To the left is the immense establishment of the Beauport Lunatic Asylum. A little farther on can be seen the Iron Temperance cross, erected by the apostate priest, the Rev. Father Chiniquy, then cure of the parish of Beauport.

At Beauport is to be seen the ruins of the old manor house where, in 1759, General Montcalm had his headquarters. During the siege of Quebec, in 1759, the district between the Beauport river and the Montmorency was covered by a double line of forts and redoubts, and was defended by an army of nearly fourteen thousand men.

The village of Montmorency is the home of the Quebec Railway, Light & Power Company, and here is constructed their power house. In addition to supplying power to the mills, this company supply power to their railway system in the city of Quebec and suburbs, as well as light and power to the city of Quebec and district. The power is developed from the Montmorency Falls, at one hundred and eighty-five feet of head, and it is claimed that the water-wheels developing this power are the most modern and most efficient wheels on the continent.

The Montmorency River separates the parishes of Beauport and L'Ange Gardien, and is crossed by the railway within two hundred yards of the great falls.

On arriving at the Falls Station the tourist has only a step to take to reach the base of the elevator, which is two hundred and seventy-six feet high—a steel structure and perfectly safe. The trip, which occupies about one and a half minutes, affords, from the observation car, a fine view of the Montmorency Falls and picturesque scenery, which no one should miss. The cost of the journey from Quebec to Montmorency Falls and return, by the cars, including the elevator ride, is thirty cents.

On reaching the top, Kent House comes into full view. This large house, at the head of the Falls, was originally built by General Haldimand, about 1791, and afterwards became the residence, while in Quebec, of the Duke of Kent, father of the late Queen Victoria and commander-in-chief of the British forces in Canada. This building has now been converted into a first class hotel, but, with the exception of modern sanitary arrangements, practically remains in the same condition as when occupied by His Royal Highness the Duke of Kent.



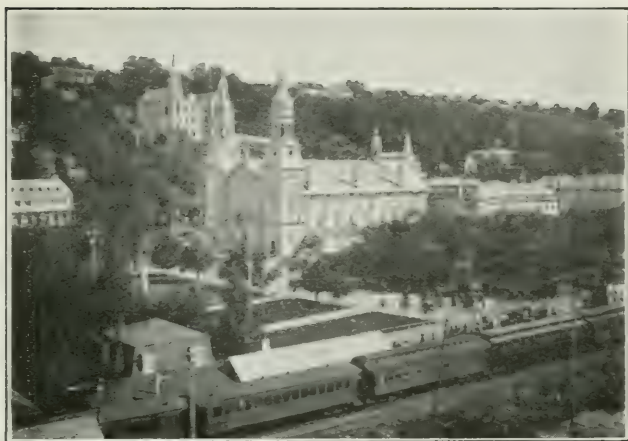
PARK, DUKE OF KENT HOUSE.

In the Kent House grounds may be seen large moose they are so tame that they will eat spruce boughs from the hand of the visitor. The bears, which also form part of the menagerie, are very friendly, and will accept offerings of sugar and other dainties. The Zoo is free to visitors.

The names of the five parishes tell you at once you are in a land with a religion, a history and a romance.

L'Ange Gardien lies just below the falls of Montmorency. The placid beauty of the place makes the "Guardian Angel" a most appropriate name. The spot has not always had such peaceful associations. Wolfe's troops ravaged this parish and Chateau Richer from one end to the other; destroyed all the crops and burned almost every house. There is little trace of the devastation now, except in the stories that old habitants have heard their elders tell.

Chateau Richer, which in natural beauty equals L'Ange Gardien, is the next parish to the eastward. It gets its name from an old Indian trader, whose chateau near the river is now but a small heap of ruins almost hid in the undergrowth.



PARISH CHURCH ST. ANNE DE BEAUPRE.

Next, and most important to the pious pilgrim, comes the pretty village of St. Anne de Beaupre containing the shrine of the Mother of the Blessed Virgin, which is situated twenty-one miles below the ancient city of Quebec, on the bank of the noble St. Lawrence.

The shrine of St. Anne has been a point of pious pilgrimage ever since the first establishment of Canada, and the means of access at last proving insufficient for the number of pilgrims yearly making the journey, the railway was built expressly for the purpose of providing less tiresome, less expensive and more rapid means of visiting this sacred place. The railway was built in 1889, with the approbation of His Eminence the Cardinal and the Bishops of the province of Quebec, and at its inauguration, August 15, 1889, was solemnly blessed by the Prince of the Church in the presence of attending clergy and a large concourse of people. The railway company and its officials leave nothing undone to preserve, and if possible increase the special character of the line.

QUEBEC TO THE LAURENTIDES.

This famous sporting district north of the City of Quebec is traversed by the Canadian National Lines. Within sixteen miles of Quebec, the railway crosses the Jacques Cartier River, justly renowned for the quality and size of the fish inhabiting its waters. At Lakes St. Joseph there is good sport for the accomplished angler. Guides and boats can be obtained.

From St. Raymond, the largest and prettiest village on the line, various angling excursions may be made to surrounding water.

Lake Edward, is the largest body of water between Quebec and Lake St. John and possesses great attractions for the sportman whether angler or hunter. A more picturesque lake it would be impossible to find anywhere. In its deep pools are to be caught trout weighing from four to six pounds and which have made this lake so famous. Parties can be outfitted for fishing and hunting in this territory which is also ideal for Summer camping.

Lake St. John is the home of the far-famed "Ouananiche" or "fresh water salmon".

Some 4,000 square miles have been set apart by the Quebec Government as a forest reserve, fish and game preserve, public park and pleasure ground known as the Laurentides National Park. All the streams that rise in the park contain heavy fish and many of the lakes as well, and permission can be obtained on payment of a small fee for fishing privileges.

Chicoutimi and Roberval are centres for the angler.

QUEBEC TO MURRAY BAY.

The Quebec and Saguenay Railway now permits through service from Quebec to Murray Bay that famous watering place of the St. Lawrence.

THE LOWER ST. LAWRENCE RIVER

Having drawn toward the close of our visit to Quebec, we advise the tourist at once to make his arrangements for visiting that very popular resort, the Saguenay. For many years past, thousands of Canadians and Americans have wended their way to this famous river, and the results of their experience have been to make it still more popular. None who have been there but have resolved to repeat the trip the first time they could possibly do so ; and to those who have not enjoyed this most lovely of all excursions, we would say in the language of Shakespeare, "stand not upon the order of your going, but go at once." All information concerning the means of transit can be ascertained at the hotel to which we took our *compagnons de voyage* ; but in case they may neglect to attend to the important duty of seeking such requisite knowledge, we would say that during the season steamers run between Quebec and the Saguenay, leaving Quebec four times a week, on the arrival of the steamers from Montreal. These boats belong to the Canada Steamship Lines Limited. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience ; indeed, there is nothing wanting to render the journey down the river most delightful. Once on board, and off, we find ourselves steaming away down stream at a good speed, and turning our eyes from the city we have just left, we see

THE ISLAND OF ORLEANS,

known in early days as the Isle of Bacchus, so called from the luxuriant growth of its wild grape vines. It is situated 9 miles below Quebec. It is 20 miles in length, and 6 miles in its greatest width. There are several villages scattered over its surface. Like the Island of Montreal, its soil is very

fertile. On the right, the top spires of the parish churches glitter in the sun like silver. These and the whitewashed farm houses are objects characteristic of the country of the *habitant*. As soon as the Island of Orleans is passed, Cape Tourment of the Laval Mountains is well seen. It rises to 2000 feet; on the highest elevation a cross was erected in 1616, replaced by a small chapel in 1870.

THE FALLS OF ST. ANNE.

Seventy miles below Quebec the River St. Anne empties into the St. Lawrence. About two miles from the village are the celebrated falls of the same name. At this point there is a solitary vale of rocks, almost a natural grotto, through the centre of which the stream rushes until it escapes by a narrow channel, and continues its course, rushing downward with ever-increasing velocity. The scene below the cataract is grand. Five miles below St. Anne's River we pass Grosse Isle, a spot which ever recalls sadness. Thousands who left their homes on the far off shores of Great Britain, with hearts full of the prospect of prosperity in the new world of America, have here found their last resting-place. In one single grave the bodies of about 6,000 Irish emigrants lie interred. Apart from these sad recollections, the "Quarantine" Island is a fair spot, and its scenery is very beautiful. At this point the river widens, and ere long has reached such a width as to render its shores almost invisible from the deck of our gallant vessel.

All along the route the river presents one continuous panorama of the wildest scenery, only second to the noble Saguenay River.

From Les Eboulements downwards, the majestic wall of mountains continues unbroken, until we reach the deep recess of

MURRAY BAY.



GOLF LINKS, MURRAY BAY.



MURRAY BAY.

This is a favorite summer resort, 90 miles from Quebec, a primitive settlement, resting among hills and mountains, possessing good sea bathing, and affording sport to the angler or rifleman. It is one of the coolest and most health-giving resorts in North America, a fact which is attested by the increased number of visitors who annually return to enjoy the restorative influence of a climate hardly to be equalled in the world for its salubrious qualities.



WHARF AT MURRAY BAY.

The St. Lawrence is here 20 miles broad, and its waters are as salt as the ocean itself, and cool and invigorating to those who delight to indulge in sea-bathing.

There is a golf club at Murray Bay, tennis grounds, etc., also boating, sailing, yachting, etc., etc.

The Manoir Richelieu, owned by the Canada Steamship Lines Limited, is the largest and most up-to-date hotel on the lower St. Lawrence. It stands on a commanding bluff near the wharf, and has an unrivalled location, directly on the river front, facing the south, and has accommodation for about four hundred guests. The views from its broad piazzas, twenty feet wide, with a grand sweep of river, field and village, as well as mountain views of rare beauty, are always exhilarating.

Some miles below Murray Bay "The Pilgrims" are seen. They consist of a remarkable group of rocks which from their height are visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays, owing to the rocks being sparsely covered with vegetation.



BAIE ST. PAUL.

It is just a great cleft in the rocks, through which a torrent fed by cascades from the surrounding mountains pours an impetuous stream. The bay is flanked on the east by the lofty Cap aux Corbeaux, named from the hoarse croaking of the ravens that inhabit its wood crowned crest and inaccessible shelves. Their cries, carried far out on the river by the coming squall, have always been of ill omen to the sailors. The old habitants are inclined to think this gloomy cape, constantly enshrouded by clouds, the abode of demons.

There is, too, at Baie St. Paul a portion of the finger of Saint Anne, a relic which makes the church a place of

renown. A number of earthquakes have taken place in this vicinity. In 1860, a very severe one occurred, and it is said that in 1791 peaks north of Baie St. Paul were in active eruption. We now see

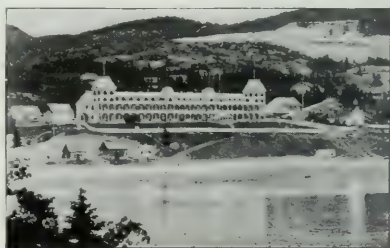
ISLE AUX COUDRES,

noted for its rich mineral mines, and so named from the hazel trees Cartier found there ; it is one of the oldest French settlements, and in itself would furnish material for an article. It was here that, in 1759, Admiral Durell's squadron waited for the rest of Wolfe's expedition. The troops camped for two months on the island whose people had fled to the recesses of the hills behind Baie St. Paul.

We now steer across for the north shore ; a tremendous chasm opens to view, black, forbidding, like the entrance to a world beneath the mountains.

We are at the mouth of the Saguenay. In a moment its weird fascination has seized you, and will hold you spell-bound, so long as you sail through the stillness that broods over the mountain shores which confine its deep black waters.

To the right of the entrance of this wonderful river is



TADOUSAC HOTEL.

TADOUSAC.

This is a very pleasant spot. There is a fine hotel here, owned and operated by the Canada Steamship Lines, Limited, and in connection with it are all kinds of sports for the

amusement of visitors. Within 3 or 4 miles in the interior there are numerous small lakes abounding with trout, and between Tadousac and St. Etienne, on the Saguenay River, there is very good sea-trout fishing—free to all. Visitors can be supplied with boats and guides. The Steamboat Company's issue of tickets to the Saguenay affords ample time for tourists to lay over. Tickets are good for the season.



TADOUSAC

The bathing at this place is excellent. A large number of villas have been erected, including one built by Lord Dufferin, now owned by Sir R. Cameron, of New York.

Tadousac is interesting from its having been from an early period the capital of the French settlements and one of the chief trading-posts. The great white hotel throws its shadows over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn, still preserved in all the simplicity of its time. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone

and mortar building ever erected in America, the home of Father Marquette, the explorer of the Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins.

But the scenery of Tadousac—what words can do it justice ! Mountain, flood and forest combine to make up one harmonious whole, grand beyond description.

The landing for Tadousac is made at l'Anse-a-l'Eau. This little place is noted as being one of the Government fish-breeding establishments, where you may see thousands of young salmon in all stages of development, from the ova to lively little fellows a couple of inches long ready to people the shallows of some reputed river ; and you may watch hundreds of the parent fish swimming majestically round the pond at the outlet, or leaping in vain at the net-work barrier that separates them from freedom.

Getting aboard again we now steam up the far-famed River Saguenay, the most singular river in the world.

It is not a river with undulating banks and shelving shores and populous villages, nor a river precipitous on one side and rolling land on the other, formed by the washing away of the mountains for ages. This is not a river of that description ; it is as if the mountain range in bygone days had been suddenly cleft asunder, leaving a rocky gulf 60 miles in length and hundreds of feet in depth.

In ascending the Saguenay for the first time the scale of its scenery is bewildering : everything is deceptive, till even a feeling of disappointment mingles with that of awe. Norwegian fiords are grander, and the Rhine is more picturesque, so the glib tourists say as they wonder at the impression which these seemingly low hills so evidently make upon all on board. But by degrees the immensity and majesty assert themselves. As an abrupt turn brings the steamer close in

shore, you realize that the other bank is a mile, aye two miles distant, and that the black band at the base of the mountains, which roll away one beyond the other, is in truth the shadowed face of a mighty cliff, rising sheer from the water's edge, like that which now towers nearly two thousand feet above you. There is an indescribable grandeur in the very monotony of the interminable succession of precipice and gorge, of lofty bluff and deep-hewn bay ; no mere monotony of outline, for every bend of the river changes the pictures in the majestic panorama of hills, water and sky, and every rock has its individuality ; but the overwhelming reiteration of the same grand theme with infinite variety of detail, till the senses are over-powered by the evidences of mighty force—force, which you know, as surely as you see those grim masses of syenite, split and rent by upheaval, seamed and scarred by icebergs, was once suddenly irresistibly active, but has now lain dormant for ages and ages. There is the inevitable sternness of the manifestation of great power, and this effect is heightened by the transparency of the atmosphere, which allows no softening of the clearcut lines, and heightens their bold sweep by intense shadows sharply defined. There is no rich foliage—forest fires have swept and blackened the hill tops ; a scanty growth of sombre firs and slender birches replace the lordly pines that once crowned the heights, and struggle for a foot-hold along the sides of the ravines and on the ledges of the cliffs, where the naked rock shows through the tops of trees. The rare signs of life only accentuate the lonely stillness. A few log-houses on an opportune ledge that overhangs a niche-like cove, a shoal of white sail in the distance, and a wary loon, whose mocking call echoes from the rocks. What are they in the face of these hills which were made when "the springs of waters were seen and the foundations of the round world were discovered?"

Some writers describe the Saguenay as cold, dreary, inhuman, gloomy. Surely they never saw it with the light of the rising sun streaming through its gorges, gladdening its vast solitudes, dancing on the ripple of current, gleaming over the broad, calm bays, playing on the waterfalls that shine like silver threads among the dark-green firs, searching out the inmost recesses of the giant clefts, throwing warmth and color into grey syenite and sombre gneiss. Did they trace the reflection to Cape Eternity down through unfathomable depths, and then with bewildered eye follow the unbroken sweep of that calm profile upwards and upwards, till sight was led on past the clouds into the infinite? Had the triune majesty of Cape Trinity, stern, solemn, and mysterious, no other impression for them than one of gloom? Did these mountain walls not seem to them like lofty portals, guiding straight into the opal glory that lights the western sky at sunset? Throughout all this grandeur of lonely Nature in her wildest mood there comes a calm which tempers awe. You feel why the Poet-King found in the great rocks his imagery of security, and how truly he sang, "The mountains also shall bring peace."

CAPES ETERNITY AND TRINITY.

The first rises to a height of 1900 feet and the other to 1800. If the only recompense for a visit to the Saguenay was a sight of these stupendous promontories with Cape Trinity showing its triple steps leading up from the river, the cross and the statue of "The Holy Virgin" recently erected on the mountain, and the profile, we are sure no visitor would regret it.

The statue is built in three pieces of twelve feet each, making it in all 36 feet in height.



CAPES TRINITY AND ETERNITY.

The steamers shut off steam when approaching these capes, and the captain shapes his course to give the passengers the best view. The echo produced by the blowing of the whistle or the firing of a gun is very fine.

After sixty miles of this overpowering ruggedness,

HA ! HA ! BAY

is reached. The fields and houses around Ha ! Ha ! Bay bring back a memory of civilization,—not a very pronounced impression, for the little hamlets of St. Alphonse and St. Alexis, and the scattered cottages which are with difficulty distinguished from the gigantic boulders strewn along the slopes, seem lost in the vast amphitheatre. The story goes

that the bay was named from the surprised laugh of the first French explorers, who, sailing as they thought straight up the river, found themselves in this huge cul-de-sac. The name is more apt to express the feeling of relief one experiences when the mountains recede for a space, and afford, as it were, license to speak with unabated breath.

There is good shooting to be had in the season, and the trout and salmon fishing is unsurpassed.

The scenery of Ha ! Ha ! Bay, together with its pretty surrounding villages, is unequalled, and every facility is accorded the tourist to visit all points of interest.

To a geologist the traces of the great convulsion are nowhere more striking than here, where you have the evidences of an almost inconceivable torrent. The bay is, in truth, simply what is left unfilled of one branch of the Saguenay cleft. Twenty miles straight on inland, Lake Kenogami, a



TADOUSSAC.

thousand feet deep, surrounded by cliffs and mountains, confirms the proof that the immense alluvial deposits which form the greater part of the peninsula-shaped strip from Lake St. John to where the Saguenay and Ha! Ha! Bay separate, are the debris, washed down by a flood like thousands of Niagaras tearing through an abyss opened in a moment. The islands in Lake St. John, and the smooth, rocky hillocks that occur so strangely in the clay lands above Chicoutimi, are the water-polished tops of mountains buried in sand and clay.

At Ha! Ha! Bay arable lands begin. Once beyond the hill, and you can drive on a good road one hundred and fifty miles or so over a score of rivers, away past the southwest shore of Lake St. John.

But our way lies along the Saguenay. The narrow passage once passed, where the steamer undergoes the stern scrutiny of Cap Est and Cap Ouest, grim and stark cliffs, set only half a mile apart, one begins to see tiny settlements here and there in the ravines between the flanks of the hills and on the narrow strips of the meadow between their base and the river. Trees are more numerous and of a sturdier growth. Cattle are browsing, boats are moving about, and tugs are taking lumber to the vessels anchored in mid-stream.

CHICOUTIMI.

In the distance the tall spire of Chicoutimi church marks the end of the steamer's voyage, for Chicoutimi is well named, if the derivation from the Cree "Ishkotimew," "up to here it is deep," be correct, and Pere Lajeune, in the "Relations", of 1661, says that Chicoutimi is "lieu remarquable pour etre le terme de la belle navigation et le commencement des portages."



CHICOUTIMI.

Chicoutimi is set on a hill and cannot be hid. It is not a city indeed, but is an incorporated town, the seat of a Bishopric. Beautiful for situation, it is the joy of the whole world up here. For are there not sidewalks, and shops, and a convent, and a college?

The country all round Chicoutimi offers the most varied and magnificent scenery with the St. Marguerite range of mountains in the back-ground, and numerous lakes and rivers with the numberless rapids and falls, one of which is called after the great artist de L'Aubiniere, whose painting, *la Chute de L'Aubiniere*, was bought and offered to Her Majesty the Queen of England.

The Chicoutimi River forms a fine fall of forty feet high just at the end of the main street. This river, in its course of seventeen miles from Lake Kenogami, descends 486 feet by seven falls and a continuous series of rapids.

Opposite Chicoutimi is the picturesque village of St. Anne, perched on a bold bluff, along the edge of which winds the road which leads to Terres Rompues, the "broken lands," whence you take a last look down the long, beautiful vista of the Saguenay, before you turn to scale the thirty-five miles of falls and rapids that have to be mounted before you see the birthplace of this mighty river, which is as broad and deep and strong at its very beginning as it is at its mouth.

THE TEMISCOUATA ROUTE

TO THE MARITIME PROVINCES.

The recent extension of the railway system of Canada by the building of the Temiscouata Railway from Riviere du Loup to Edmundston, by the valley of the Madawaska River and the beautiful Lake Temiscouata, has opened up the entire Upper St. John to trade and travel from Quebec and Montreal



with the Maritime Provinces. The line not only develops a very valuable lumber area, but it places the sportsman within a few hours' ride of a country that cannot be excelled for fish and game.

FROM MONTREAL TO QUEBEC, VIA THE CANADIAN NATIONAL RAILWAYS.

The Canadian National Railways have lines of railway between Montreal and Quebec on both sides of the river St. Lawrence. The main train service is via the southern shore and the through expresses between Montreal and Quebec enter the latter city after crossing the World-renowned structure, the "Quebec Bridge," at Palais Station.

Via the Northern route are numerous resorts in the Laurentian Hills and such important industrial centres as Shawinigan and Grand-Mere where the waters of the St. Maurice have been harnessed.

Leaving the Bonaventure Station, Montreal, and crossing the Victoria Jubilee Bridge the route between Montreal and Quebec is the shortest railway journey between the two cities. At Belœil one of Canada's most historic rivers, the Richelieu, is crossed. St. Hyacinthe is an important manufacturing centre, as is also Drummondville, 30 miles further east. Nicolet on a branch line from St. Leonard Junction is a typical French-Canadian town with a history dating back to 1660. It is the titular see of a bishop, with a beautiful cathedral containing a number of paintings of rare historic value.

Approaching the City of Quebec are the beautiful Chaudiere Falls which really deserve a special visit before full charm may be seen and understood. At Charny is the branch connecting with the new Quebec Bridge which forms the connecting link between the Canadian National Railways lines on the north side of the river with those on the south.

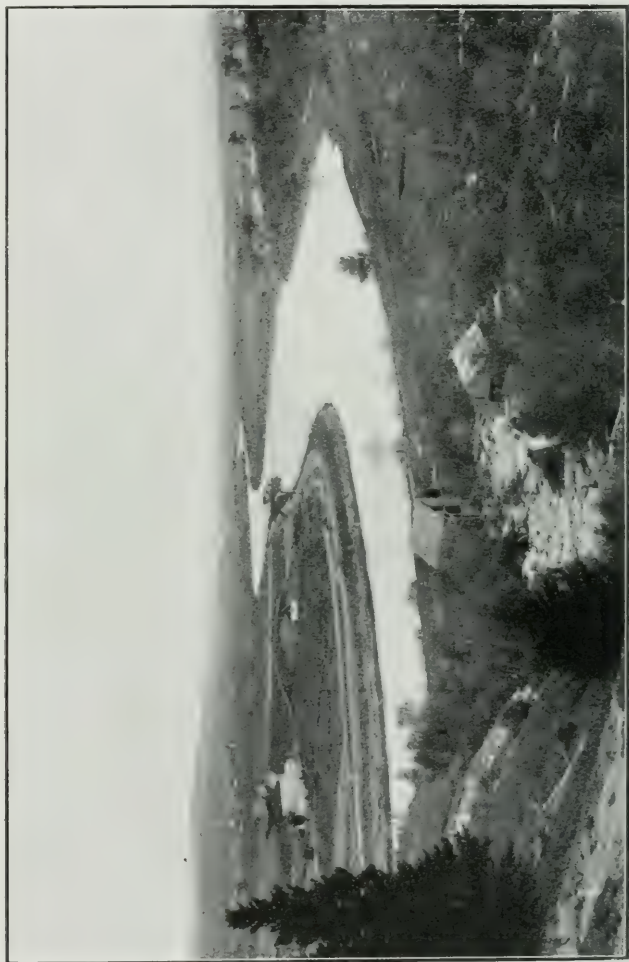
In the annals of engineering triumphs of the world the construction of the Quebec Bridge, for immensity, uniqueness of design, excellence of detail and boldness of organization, has rarely been equalled and never excelled. It has the longest span of any bridge in the world, whose total length being 1800 feet, or 90 feet longer than that of the famous Forth Bridge.

QUEBEC TO THE WHITE MOUNTAINS.

QUEBEC TO BOSTON AND NEW YORK, VIA
QUEBEC CENTRAL AND BOSTON & MAINE RAILWAYS

The Quebec Central Railway is a new and favorite summer tourist route from Quebec to all White Mountain points. Taking the day train leaving Levis the traveller has from the train a magnificent view of Quebec and the majestic River St. Lawrence. The train leaving Levis follows the bank of the river for several miles, and the Beauport slopes and Falls of Montmorency are in view; presently it shoots abreast of the Isle of Orleans, whose low shores with their expanse of farmland and their groves of pine and oak are still as lovely as when the wild grape festooned the primitive forests, and won from the easy rapture of old Cartier the name of "Isle Bacchus." The delight which this panoramic view affords the traveller is in a few minutes interrupted by the arrival of the train at Harlaka Junction, the transfer station with the Intercolonial Railway; leaving here, glimpses of several Canadian villages, cottages with red-painted roofs and the ever-recurring village church, with its tin-covered roof and spire, engage the eye, until the valley of the Chaudiere River is entered. This valley is noted for its gold mines, and as being the route by which Benedict Arnold reached Quebec; in the smiling grain-laden fields, rich meadows and picturesque slopes of this sunny region, we see nothing likely to recall the daring hazardous march of Arnold on his way to Quebec a century ago. Proceeding, we arrive at Valley Junction, where the Chaudiere Valley Division running to St. Saline connects. Bidding farewell to the Chaudiere, and passing Tring Junction (where connection is made for Megantic on the Canadian Pacific Railway

forming the new Short Line to the Maritime Provinces), East Broughton, Broughton and Robertson stations, we reach



THE CHAUDIERE, FROM QUEBEC CENTRAL RAILWAY.

the famous asbestos mines at Thetford, which to the naturalist and mineralogist will prove most interesting.

At the next station, Black Lake, which name is derived from the beautiful lake, lying deep among the hills, hundreds of feet below the railway, asbestos has also been found in large quantities, and of the best quality. These mines, giving employment to several hundred men, are a short distance up the mountain, but are visible from the passing train. The region abounds in lakes and streams, wild and romantic scenes, boundless forests, and rich mines of asbestos, iron, marble and soapstone; gold has also been discovered there.

Garthby, on the shore of Lake Aylmer, one of the most beautiful sheets of water in this part of Canada, is the site of an extensive lumbering establishment, as is also St. Gerard the next station. Passing Weedon we arrive at Marbleton; the chief industry of this place is its lime and marble quarries. The next point reached is Dudswell Junction where the trains of the Quebec Central connect with those of the Maine Central R.R. forming the most direct route from Quebec to the heart of the White Mountains and the Maine coast via the Crawford Notch. The line then follows the shore of the St. Francis River, and at this point the farm houses and their dependent buildings are substantial. Still further along the line the train traversing a series of deep ravines, where little creeks, perchance raging torrents in their season, lead down to the St. Francis, which sparkles and eddies far below as we catch glimpses of it through the woods.

Shortly afterwards a bird's-eye view of Lennoxville is enjoyed. Proceeding we reach

SHERBROOKE

where connection is made with the Grand Trunk Railway for Portland; the Boston & Maine Railroad for Newport, Boston

and New York, etc. ; and the Canadian Pacific Railway for Montreal, Lake Megantic and the Maritime Provinces.



COMMERCIAL STREET, SHERBROOKE

Sherbrooke is an incorporated town, the capital of the County of Sherbrooke, on both sides of the river Magog, and

on the Grand Trunk, Boston & Maine, and Quebec Central Railways, 101 miles east of Montreal, and a similar distance by the Canadian Pacific.

It is beautifully situated at the confluence of the St. Francis and Magog rivers, the site rising gradually from the former to a considerable elevation in the upper town. The hill slopes of Sherbrooke are conspicuous several miles off, and in the distance the spires and public buildings glitter in the sun. Just above its junction with the St. Francis, the River Magog descends 114 feet in little more than half a mile affording an almost uninterrupted succession of the water power along which several large manufacturing establishments are placed. There are many places of interest within and near the city, which are well worth a visit.

To Lennoxville, three miles beyond Sherbrooke, is a pleasant drive; here the St. Francis is joined by the Massawippi, which brings the tribute of the Coaticook and other streams, as well as the overflow of Lake Massawippi. Overlooking this, "the meeting of the waters" at Lennoxville, and surrounded by a landscape of rare loveliness, is the University of Bishop's College, with its pretty chapel and collegiate school. Above and below Lennoxville, the St. Francis lingers among some sweet scenery; the stillness of the surroundings here is in striking contrast to the rude concourse of Sherbrooke, where the Magog dashes wildly down a deep incline, carrying with it the waters of Lakes Magog and Memphremagog.

Connection is made at Sherbrooke with the Boston and Maine R. R., forming a complete and comprehensive line to Boston, Springfield and all the great and small resorts of Vermont and New Hampshire.

The route leaving Sherbrooke after passing Capelton skirts the shore of Lake Massawippi, a delightful sheet of water surrounded by verdure clad hills. Leaving Massawippi a stop is made at Stanstead Junction, where a branch of the Boston & Maine runs up to the beautiful towns of Stanstead and Rock Island. Without realizing one has left the environs of this body of water,

LAKE MEMPHREMAGOG

(Beautiful Water), the rival of Lake George, comes in view and the first important stop is at Newport, Vt., situated at the head of the lake. Lake Memphremagog is situated about nine hundred feet in elevation above the sea, and lies partly in Vermont, but mostly in the Province of Quebec. It is more than thirty miles in length, by from one to four in breadth, and is of great (and in parts, unknown) depth. Its shores are rock bound, with occasional sandy beaches that appear to delight the eye.

MONTREAL TO THE WHITE MOUNTAINS.

PORTLAND AND ATLANTIC BEACHES VIA

THE CAN. PAC., B. & M. AND MAINE CENTRAL RAILWAYS.

The summer service between Montreal and Portland via the White Mountains is unexcelled. Through parlor cars are run on the day trains, leaving at a convenient hour in the morning and arriving at the Beaches, between Portland and Kennebunkport, before dark, with a correspondingly convenient service on the night trains, arriving at an early hour in the morning. All trains pass through the beautiful Crawford Notch in daylight going east.

Leaving the Windsor Station, Montreal, for the south, over the C.P.R., after a twenty minute run we are crossing the Lachine Bridge, near the Lachine Rapids, the foot of Lake St. Louis. Here on the south shore of the St. Lawrence is located the Indian village of Caughanawaga. We journey through the French-Canadian farming country to St. Johns, where we cross the Richelieu River, the outlet of Lake Champlain, and on to Farnham, through the pretty and peaceful villages of the border Eastern Townships, until we cross and recross the United States boundary at Richford, Vermont; Glen Sutton, Quebec; Mansonville, Quebec; and North Troy, Vermont, thence on the height of land until we descend to the lower level of Lake Memphremagog, at Newport, Vermont.

Going south from Newport we are on the Boston & Maine Railroad, and pass the thriving towns of Barton, Barnet, Lyndonville and St. Johnsbury. For the White Mountains and Atlantic Beaches at St. Johnsbury a diversion to the east is made, running over the St. J. & L. C. R.R. where connection is made with the Maine Central R.R. after crossing the Connecticut River at Lunenburg.

Passengers for Springfield and New York continue south on the Connecticut River division of the B. & M., passing White River Junction, Northfield, the headquarters of Evangelist Moody, and Holyoke, famous for its paper mills, etc.

Those bound for Boston cross the Connecticut River at Wells River, Vt., to Woodsville, N. H., and pass through what might aptly be termed the "foot-hills" of the White Mountains. Located on this route going south, are the charming villages of Ashland, Meredith, Warren, Plymouth and Laconia, passing through Weirs, the most central point of the delightful island-studded lake, Winnepesaukee.

Concord, the State Capital of New Hampshire, is a beautiful and interesting point for the tourist to linger, and more especially for those who appreciate its affinity to the literary folk of America.

Manchester is a large manufacturing centre as are its sister cities of Nashua and Lowell.

Nashua has probably had more advertising than any of the above named cities, on account of its endowment by nature with the famous Londonderry Lithia Spring ; and Lowell, for the headquarters of millionaire sarsaparilla and cotton manufacturers.

An impressive ending to a journey over the Boston & Maine Railroad to Boston, is the new Union Station in Boston where one can find all the conveniences of a well-appointed station, and can make a change of cars for any of its numerous sea shore resorts between Boston and Portland, excelling as they do any on this continent for variety of scenery, magnificent hotels, drives, still and surf bathing. The B. & M. R. R. has a sumptuous Bill of Fare for the tourist of means or of moderate income.

THE WHITE MOUNTAINS

As has been remarked, the White Mountains are particularly attractive on account of the facility and comfort of access and egress. The White Mountains are reached via The Canadian Pacific Railway, Boston & Maine, St. J. & L. C. and Maine Central Railways, from Montreal; From Quebec via the Quebec Central and Boston & Maine (via Sherbrooke), or via the Quebec Central and Maine Central via Dudswell Junction ; in fact, all Lines from the North enter the Mountains via the Maine Central and Lunenburg or Quebec Junction to Twin Mountain, Fabyans and Bretton Woods, opposite the base of Mount Washington.

From the south, Boston and New York, via B. & M. R. R. via Woodsville on the West, and on the East via North Conway, over the Maine Central to Fabyans.

From Woodsville, northward we pass Lisbon (the station for Sugar Hill and Franconia) Littleton, probably the most thriving and pushing manufacturing town of its altitude in the world, and in due course reach Bethlehem Junction, where convenient trains run rapidly to and from the New Profile House, Maplewood and Bethlehem. The latter, a town composed exclusively, one may say, of a summer population, for those located there permanently have done so in the majority of cases, by the calls and requirements of summer, and are few in number. Bethlehem is the point selected for the annual August floral parade in the White Mountain region, which has become a feature of the gay life in the Mountains.

THE FRANCONIA NOTCH

The Old Man of the Mountain, or the Great Stone Face, which hangs upon one of the highest cliffs, twelve hundred feet above Profile Lake—a piece of sculpture older than the Sphinx—is one of the most attractive points of interest in the mountains. This strange apparition, so admirably counterfeiting the human face, is 80 feet long from the chin to the top of the forehead, and is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely, upon the road through the Notch. The face is boldly and clearly relieved against the sky, and, except in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer

and the tempest-blasts of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap ; and soon after melts into thin air, and is seen no more. An old Indian tradition says that



THE OLD MAN OF THE MOUNTAIN.

this face was the face of the Great Spirit, who looked down and blessed them ; but who, as soon as the white man landed here, began to sorrow and grow stern, and whose looks foretold their utter destruction. They used his expression yearly as a mark of approval or disappointment at their actions, and journeyed far to make him offerings and sacrifices. At your

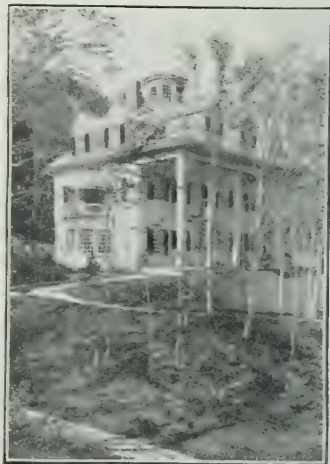


THE PROFILE HOUSE, FROM ECHO LAKE.

right lies a small lake—Profile—reaching from one side of the Notch to the other—surrounded by a primeval forest, with the giant mountains rising on two sides, and watched over by the ever-changing Stone Face. Hawthorne has found in this scene the theme of the pleasantest of his “Twice-told Tales,” that called “The Great Stone Face.” It is unquestionably the most remarkable natural curiosity in this country, if not in the world. To the left, and within a few minutes’ walk, lies the justly famous Echo Lake, whose waters bear every sound from hill to hill. A fine steam launch takes passengers to the best points from which to obtain these marvelous echoes that reverberate among the lofty crags of Mount Lafayette, whose peak pierces the sky, 5,260 feet above sea level.

THE PROFILE HOUSE AND COTTAGES.

The Profile House, under the personal direction of the President, Col. C. H. Greenleaf and Mr. Abbott, Manager, has been erected on the site of the famous old hostelry of that name, and is replete with all modern conveniences and comforts, and has most attractive and luxurious furnishings and fittings, while it still retains the homelike and comfortable air of its predecessor. Its surrounding cottages are dainty pieces of architectural ingenuity. It is like a small



ONE OF THE COTTAGES.

village, the main building reminding one of some mediaeval castle, so vast are its dimensions. Notwithstanding the fact that it can accommodate five hundred guests, and is apparently isolated from all civilization, there is a pleasing aspect of finish and cultivation among the artificial adjuncts of the place not often encountered in an American Summer resort.

Situated between two mountains, and lying between two lakes, and directly in front of the many pictured Eagle Cliff,



THE PROFILE HOUSE AND COTTAGES.

it is a veritable Eagle's Nest—a human eyrie, 2,000 feet above the sea level. The facilities for making delightful trips are unexcelled by any resort in this country. To describe the surroundings is beyond the efforts of pen, but to give an idea of a few excursions that might be made upon the grounds belonging to the house, which comprise over seven thousand acres, will say that a walk of five minutes will give you a view of the famous Profile from which the house was named.



FLUME FRANCONIA NOTCH
WHITE MOUNTAINS.

In the centre of these natural wonders is the Flume House, under the same proprietorship as the Profile, and conducted on the same liberal and magnificent plan. The Profile House, Cottages, and Flume House, are the only hotels situated in the centre of the magnificent park of nearly seven thousand acres, which extends the entire length of the Franconia Notch, a distance of nine miles, beginning at the Farm on the north, and extending a mile below the Flume House on the south.

The most delightful side trip is the five-mile journey to the Flume, one of Franconia's wonders. It is an upright fissure in the rocks, evidently forced asunder by some mighty convulsion. The walls rise perpendicular to a height of 60 feet on either side, and converge from twenty feet at the bottom to ten feet at the top. Through it flows a small



PROFILE LAKE.

stream, which forms a cascade over six hundred feet of polished rock. Not far distant is the Basin of solid granite, thirty-five or forty feet in diameter and fifteen feet deep. The constant wear of the water has made this a smooth, almost circular bowl. Near here are several beautiful smaller waterfalls.

In the journey from Bethlehem Junction to Fabyans, (the central point of the White Mountains region), we pass the Twin Mountain House.

QUEBEC TO THE WHITE MOUNTAINS AND PORTLAND VIA THE MAINE CENTRAL R.R. (DIRECT).

From Quebec we journey over the Quebec Central Railway to Dudswell Junction, where we take the Maine Central ; travelling through the Coos Valley we pass Cookshire (on the C.P.R.) and Colebrook, N.H. (the station for Dixville Notch). This is the through by daylight parlor car route from Quebec to Portland and Boston, the train leaving Levis about 7.30 a. m. and arriving Portland 8.30 p. m. and Boston 10.30 p. m. giving travellers the advantage of the magnificent scenery along the valleys of the St. Francis and Connecticut rivers and through the heart of the White Mountains. A new feature will be the running of cafe cars through between Quebec and Portland. Connection is also made at Portland with through sleeping cars leaving Portland after arrival of trains from Montreal and Quebec and running through to New York without change, arriving there about seven o'clock the next morning. Here we will diverge from our route, and in passing make mention of the most unique, wild and romantic part of the White Mountains.

Colebrook, N.H., is, undeniably, one of the finest brook trout fishing centres in New Hampshire. But a few miles distant are the famous fishing grounds at Diamond Pond and the Connecticut Lakes. It is one of those quiet, comfortable country villages, where wide-open hospitality seems to pervade the air, where just enough metropolitan breezes have blown in to add to the comforts of farm life, the luxuries which every one now demands.

From Colebrook a stage ride of ten miles brings one to that short range of peaks known to travelers as the Dixville Mountains, at the base of which is located the celebrated hotel—the Balsams. From Dixville Notch transportation

can be had for Errol, N.H., from which point steamers can be taken through the entire chain of Rangely Lakes to all parts thereof.

Proceeding southward towards the White Mountains, our next stop after Colebrook will be at North Stratford,

THE TWIN MOUNTAIN HOUSE AND VICINITY.



reached also by the G.T.R., then through Lancaster, to the beautiful town of Jefferson—a mountain centre that must

not be left out of account in making estimate of the attractions and desirable resorts of this region.

Leaving Jefferson we pass through Quebec Junction, where the Montreal line and the Quebec line come together. The first stop entering the White Mountain Territory from here is

The Twin Mountain House (H. B. Barron, Manager) is the first of the Barron, Merrill & Barron Co's chain of White Mountain Hotels. This hotel is widely and favorably known as the summer home of the late Henry Ward Beecher and his innumerable friends, has gained a reputation as an attractive mountain hostelry. An ideal place for families with children, located at a junction of the highways from Fabyans and Crawfords to Bethlehem and Jefferson, its beautiful walks and groves stamp this resort as unique and attractive beyond the limits of others.

The mountain "tramps" in this vicinity are varied and numerous. The climb up the North Twin through the Little River Valley, a distance of seven miles, may be mentioned as one of the finest in the mountains; while for short walks, that of Beecher's Pulpit on the side of Cherry Mountain, a half-mile distant, is charming.

FABYANS

The name of this station and its hotel are inseparable. There is no town from which it takes its name—merely the most centrally located hotel in the White Mountains, in fact it is "The hub of these beautiful mountains."

THE FABYAN HOUSE.

The Fabyan House has been a noted resort for almost a century. The site was originally a large mound called the Giant's Grave, on which Abel Crawford lived in a log hut for some months alone. In 1803 the first public house for

visitors to the White Mountains was erected, and in 1819 the first rough path was cut through the forest on the side



SCENIC AND HISTORICAL MT. WASHINGTON
LAKE OF THE CLOUDS.

of the Mt. Washington Range to the rocky ridge. In 1840, at the age of seventy-five, Abel Crawford rode the first horse that ever climbed the cone of Mt. Washington.

This famous hostelry, with accommodation for at least five hundred guests, affords a refuge against hay fever; and its varied charms, together with its complete and convenient railroad accommodations, make it one of the most desirable of summer resorts. The cuisine is excellent, the service such as pleases the guests. Its location gives the great desideratum—perfect drainage.

The house is lighted throughout by electricity. New furnishings and its already famous large and airy sleeping rooms will always maintain it as a perfect and most popular resort.

To all points in the Mountains excursions may easily be made by rail or carriage, returning the same day.

The Fabyan House is managed by Mrs. Barron, wife of the late Colonel Oscar G. Barron, who was "Known by all who frequent the Mountains and who knew almost everybody." Mrs. Barron, W. A. and H. B. Barron control the chain of White Mountain Hotels on the main highways to the summit of Mt. Washington and not satisfied with controlling the "Lowlands" they are "New Hampshire Highlanders" and manage The Summit House and Bazaar, on the summit of Mt. Washington.

THE LINKS OF THE WHITE MOUNTAIN GOLF CLUB, situated only at the Crawford House, Fabyan House and Twin Mountain House have been enlarged and improved and are in excellent condition.

UP MT. WASHINGTON.

A six mile branch of the railroad leads from the Fabyan House to Mt. Washington, by high grades, up the Ammonoosuc Valley. There it connects with the mountain railway, which ascends to the summit in about three miles, with an



CRAWFORD HOUSE AND SACO LAKE.

average grade of 1,300 feet to the mile, and a maximum grade of 1,980 feet to the mile, or one in three. The ascent is made in one and a half hours.

Mt. Washington is 6,293 feet high, or nearly $1\frac{1}{4}$ miles above the sea level, an altitude which renders heavy overcoats and shawls necessary even in the month of August. The Summit House, dating from 1852, was burned down two seasons ago, and a modern new house replacing it is contemplated. The old original stone Tip Top house escaped the flames and has been fitted up for limited accommodation, and for service of luncheon and shelter in inclement weather for visitors, with facilities for mailing postal card and souvenirs which are to be had there in endless variety. The ride up the mountain with its ever changing views, as the road winds, is one never to be forgotten.



BRETTON WOODS, N.H.

Passing East from Fabyans we approach Bretton Woods, where is located the Mount Pleasant House (C. J. Dunphy, Manager), and the magnificent "The Mount Washington" (C. J. Root, Manager). The name "Bretton Woods" was given to this tract of land in 1772, when it was ceded to Sir Thomas Wentworth by the Crown, the name being taken from Bretton Hall, Sir Thomas Wentworth's Estate in Yorkshire, England. The Mount Pleasant has stood foremost for its hospitality and standard of excellence.



THE MOUNT PLEASANT HOUSE.

The easterly front of the Mount Pleasant House is shown in the foregoing picture and faces the magnificent "Presidential Range" of the White Mountains, the mighty peaks, although five miles distant, appearing to be within an easy twenty minutes walk.

Across the golf links from The Mount Pleasant is "The Mount Washington," one of the most luxurious of modern, American hotels. It is the newest of the White Mountain Hotels. It is situated seventeen hundred feet above sea level, three miles from the Crawford Notch and is surrounded by the most noted peaks in the White Mountain range. It has the only swimming pool in the White Mountain section, and has facilities for in and out of door sports such as, eighteen hole golf course, bowling green, tennis courts, squash courts, and bowling alleys of unusual excellence.

From the Mount Washington most attractive views in every direction can be obtained.

Lovely wooded paths wind about the slope of Mount Stickney, at the rear of Mount Pleasant House. Mount Stickney is a part of the Rosebrook range, which separates the valley of the Zealand River from that of the Ammonoosuc.

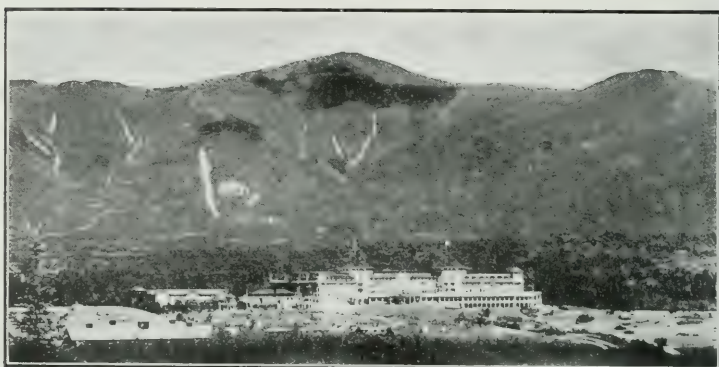
Looking North
through
Porte Cochere



Looking South
through
Porte Cochere

The drives of Bretton Woods are most interesting and the hotel livery affords the best of teams and vehicles. The horses at Bretton Woods have been thoroughly trained in the past two years and are "automobile-proof." Trained saddle horses with a professional instructor; the swimming pool, with swimming master, and the golf course with a "pro." from bonnie Scotland, give opportunity for acquiring proficiency in the sports indicated.

Bretton Woods was the headquarters of the first Automobile Climbing Contest up Mount Washington, and is a favorite resort for motorists. A fully equipped garage and



THE MOUNT WASHINGTON

repair station is maintained, and there is a full automobile livery with competent and careful drivers.

Bretton Woods being directly on the routes from Canada to the Coast of Maine, and being in the centre of the chief attractions of the White Mountains, it is a most desirable point at which to break the journey. Continuing on to Portland there are frequent trains to choose from.

Before entering the famous Crawford Notch, we approach

THE CRAWFORD HOUSE.

This hotel, under the management of Mr. W. A. Barron, is situated two thousand feet above the sea, in the centre of grand and beautiful scenery.

Immediately facing the house is Saco Lake, which adds much charm to the scene.

The drives in the immediate vicinity are unrivalled, particularly that to the summit of Mount Willard.

An innovation in the White Mountain entertainment was inaugurated last season by the purchase of a dozen well trained and sure-footed Colorado Burros, which can be

engaged for the ascent of Mount Willard and Mount Washington. The Burros are in charge of an experienced Cow Boy guide.

The innumerable concourse of old and new guests of the Crawford House will be pleased to note the many and marked improvements which have been made on the property, at the same time retaining the old attractiveness of Crawfords as a location long famous as the grandest in America.

The attractions of the vicinity add much to the general interest of the place. Here starts the old original bridle-path to the summit of Mount Washington. East of the hotel, a fourth of a mile distant, are Gibbs Falls ; across the railway, a half-mile distant, is Beecher's Cascade, with paths leading to the summit of Mt. Avalon and Mt. Field; and, from the green seat above a view of Mt. Washington is had. In front of the hotel, below Saco Lake, are Elephant's Head and Bugle Cliff, and on the right is the gateway of the Notch. A little farther below the entrance to the Notch are Flume and Silver Cascades, two of the finest waterfalls in the White Mountains. Three miles from the Crawford House, in the White Mountain Notch, is the Willey House with its tragic history. Two miles distant, crossing the railway southwest of the station, is the summit of Mt. Willard. Combined, these objects of interest serve to make this location one of the most desirable for all White Mountain tourists.

THE SITE OF THE WILLEY HOUSE.

This spot made famous by the slide of Aug. 26, 1828, is 3 miles below the Crawford House. No description can convey an adequate idea of the grandeur of the place, nor of the power of the avalanche which carried destruction in its path as it swept down into the narrow valley from the



CRAWFORD NOTCH FROM MT WILLARD.



BURRO PARTY LEAVING CRAWFORD HOUSE FOR MT WILLARD.

side of the mountain above. The old house, from which the Willey family fled on the night of the great storm, stands between the road and the railway. In the rear of it is the rock which parted the slide and saved the house, just as it was after the event took place. The spot where the remains of part of the family were found is a few rods below east of the road leading down the valley. There are no other objects of so much interest in the White Mountains as the ride down the Notch and to the summit of Mt. Willard. Starr King's description of the slide and of the destruction of the Willey family is the best that has been written; but even that gives no adequate idea of the awe-inspiring grandeur of this deep and narrow pass. The carriage ride from the Crawford House is through the gateway of the Notch, and past the famous Flume and Silver Cascades. A descent of over 600 feet is made in the three miles from the Crawford House to the Willey House.

THE MOUNT WILLARD VIEW.

No sketch from the summit conveys an adequate idea of the view. In some respects it is more impressive than that from Mt. Washington. The Saco River is twenty-five hundred feet below, and at a glance can be seen a greater part of the White Mountain Notch in all its grandeur. On the right is Mt. Willey, and on the left Mt. Webster. Starr King, in his "White Hills," says: "And let us again advise visitors to ascend Mt. Willard, if possible, late in the afternoon. They will then see one long wall of the Notch in shadow, and can watch it moving slowly up the curves of the opposite side, displaying the yellow splendor, while the dim-green dome of Mt. Washington is gilded by the sinking sun 'With heavenly alchemy.'" Bayard Taylor wrote: "As a

simple picture of a mountain pass, seen from above, it cannot be surpassed in Switzerland. Something like it I have seen in the Taurus ; otherwise can I recall no view with which to compare it." The carriage road to the summit, beginning below the railway station, leads through the woods until it comes out upon the edge of the mountain, two miles from the Crawford House, and so high above the valley that the view is so surprising and impressive that no one should fail to see it. The best time to visit the place is three or four hours before sunset, when the shawdows are extending down Mt. Willey or begun to ascend Mt. Webster.

THROUGH NOTCH BY RAIL.

The ride through the White Mountain Notch is without comparison. The scenery is grand and majestic. For eight miles, from the Crawford House to Bemis Station, the descent is 116 to the mile. The Maine Central Railroad winds along under Mt. Willard, and thence along the sides of Mt. Willey, full 500 feet above the Saco River. The magnificent sweep of the mountain sides to the valley below, and the towering mountains above cannot be described. There is a majesty and an awe that must be felt to be understood. There is not another such scene on the continent.

Passing out of the Crawford Notch the first stop of importance is at

GLEN STATION,

a place famous as the terminus of the popular White Mountain Coach Line, from the summit of Mt. Washington via the site of the old Glen House.

Since the destruction by fire of the first Glen House, and its magnificent modern successor, which met a similar fate some years ago, this site has been without an hotel. Three miles distant over an excellent road is

JACKSON, N. H.

The charming little hamlet of Jackson has for years been one of the most popular of the many summer resorts with which the White Mountain region is dotted, it having had the honor of being one of the first villages to cater to the wants of the tourist.

In the midst of its meadows wind the waters of the glistening Glen Ellis River. Down the hillside rushes the impetuous Wildcat, plunging, as it nears the village, madly over precipitous rocks into the depths below, a distance of 160 feet. The waterfall it thus creates is known as Jackson Falls. Jackson also boasts two other such natural attractions; Goodrich Falls, whose roaring, as one approaches the first covered bridge on the way from Glen Station to Jackson, denotes its presence.

Returning to Glen Station and resuming our journey eastward, we pass in succession Intervale—the junction point with the Boston & Maine R.R. for Boston via Wolfboro and Portsmouth—and North Conway. Soon after leaving North Conway the State of Maine is entered, the first station being Fryeburg, thence on through Brownfield and Hiram to Bridgton Junction, where connection is made with the two-foot gauge road for Bridgton.

On the direct route to Portland we pass the beautiful Sebago Lake, from which the city of Portland obtains its water supply.

There is nothing further to attract more than passing attention, excepting the large paper and pulp mills at South Windham and Cumberland Mills, until we reach Portland, from which point all resorts East and West, including Poland Springs, are reached. From Portland also two week day trains run through to the Maritime Provinces.

TO THE MOUNTAINS AND THE SEA

VIA THE GRAND TRUNK RAILWAY SYSTEM.

Within the compass of a day's ride, is the journey by the Portland Division of the Grand Trunk Railway from Montreal to the seashore, passing through the very heart of the White Mountains on the route.

Crossing the great Victoria Bridge at Montreal, the train runs near the broad St. Lawrence River. Passing the Boucherville Mountains on the left, it soon crosses the Richelieu River, under the very shadows of Belœil Mountain, with the high ridges of Rougemont and Yamaska, farther distant, skirting the town of St. Hyacinthe whose quaint appearance, and the great Roman Catholic colleges attract attention. After crossing the Yamaska River, a considerable expanse of open and comparatively level country is traversed, with quaint little hamlets seen now and then on either side. From here on, the route lies through forest country until, descending into the valley of the St. Francis the line crosses that river and the charmingly picturesque village of Richmond is reached, being the junction of the Quebec branch.

The banks of the beautiful stream of the St. Francis are followed after leaving Richmond for twenty-seven miles. Passing Brompton Falls, the line reaches the prosperous town of Sherbrooke, situated at the junction of the Magog and St. Francis Rivers.

The next point of interest on the route is Lennoxville, the seat of Bishops' College.

The foot-hills of the Green Mountains are seen on the right, Norton and Middle Ponds being passed on the west.



ISLAND POND, VT.

Ascending the pretty valley, the train soon reaches Island Pond, Vt., the frontier station.

Island Pond is a good starting point for a trip to the Dixville Notch region by carriage. The waters of Island Pond are about two miles in length, surrounded by a hard beach of white

quartz sand. The streams and waters in close proximity abound in many varieties of fish, chief of which is the spotted brook trout.

Soon after crossing the Connecticut River, North Stratford is reached. This is the junction of the Maine Central Railroad, for Colebrook and Dixville Notch. Beyond Stratford Hollow the line leaves the Connecticut valley, and passes over to the Ammonoosuc, Cape Horn and Pilot Mountains appearing on the right, with the rich plain of Lancaster beyond, and we reach Groveton Junction, where the Grand Trunk meets the Boston & Maine Railroad (White Mountains Division), and passengers for Lancaster, Bethlehem, Fabyans and the Franconia Mountains change cars, Fabyans being only forty miles distant, close connections being made with all trains

At Berlin Falls station we are only six miles from Gorham. Just before descending to this point, the path crosses

a ledge from which a fine view of the Presidential Range is to be had.

Berlin Falls is the point of departure for Errol Dam, Umbagog Lake, and the celebrated Rangeleys. Leaving Berlin Falls the railway follows a rapidly descending grade, the track falling at the rate of about fifty feet to the mile until Gorham is reached. Glimpses of the silvery Androscoggin River are



MOUNT WASHINGTON FROM GLEN.

gained on one hand, while on either side tower the lofty peaks of the White Mountain range. Mount Adams, as seen from the right about one and one-half miles before reaching Gorham, is said to be the highest elevation which we have in New England viewed from any point within a few miles of its base. Indeed, it is the highest point of land, looking from a station near the base, that can be seen east of the Rocky Mountains. We are in the heart of the mountains. Gorham is the nearest village to Mount Washington, and also the nearest village to the great northern peaks. It is in fact, as in name, "the Gateway to the White Mountains."

Trout fishing in the vicinity of Gorham is excellent. None should pass through this charming place without at least a sojourn of a few days.

As the train leaves Gorham, and at a distance of about a mile from the station, one of the finest views from a railway train to be found anywhere is secured from the right and



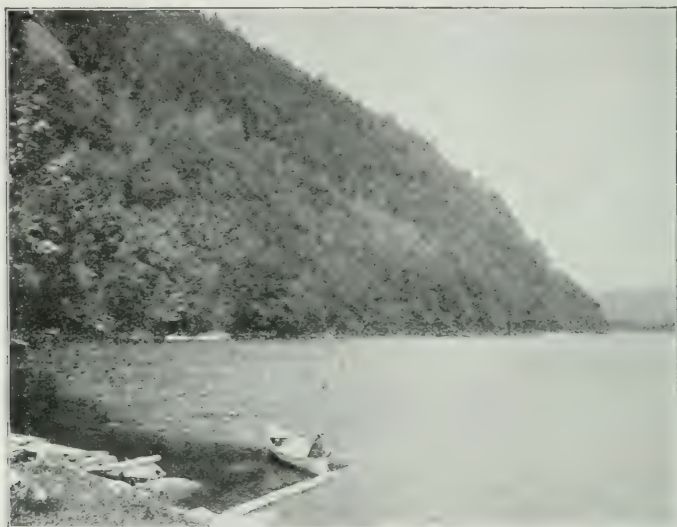
GORHAM, N.H.

rear. Its chief features are the noble prospects of Mounts Moriah, Madison and Adams. For many leagues the route traverses a region of remarkable beauty and picturesqueness.

Bethel, Maine, is a pleasant and attractive old village on the Androscoggin River (1000 feet above the sea). On account of its elevation above the intervalles, it is sometimes called Bethel Hill. Bethel Inn located most charmingly is a club like hotel of excellence, under the management of Mr. O. D. Seavey.

The claims of Bethel as a summer resort are many. It was called by Starr King "the North Conway of the Eastern Slope." Drives in the neighborhood are pleasing and diversified, leading to quiet and sequestered districts. It is

the point of departure for Lakeside, Cambridge and Rangeley Lakes. Leaving the Androscoggin Valley at Bethel the road travels a wild and mountainous country, until we reach Bryant's Pond. We are still 700 feet above the sea. The



BRYANT'S POND.

"Pond" itself is a beautiful highland lake surrounded by mountains, its waters abounding in bass and other varieties of fish, while trout fishing is abundant at no great distance.

Leaving Bryant's Pond, we soon discover that we are leaving the mountains behind us, and approaching the lower levels of that stretch of country leading to the sea coast.

South Paris, the next point, a pleasant hamlet situated on a hill 831 feet high.

The next places of importance to South Paris are Mechanics Falls, Lewiston Junction and Danville Junction, twenty seven miles from Portland, the station from which coaches run to the popular and fashionable highland pleasure and health resort, Poland Spring.



POLAND SPRING.

About five miles distant from Danville Junction, Maine, about thirty miles North of Poland, and at an elevation of over seven hundred feet above the sea, is Poland Spring (Hiram Ricker & Sons, Inc., Proprietors, South Poland, Maine), the centre of one of the most beautiful landscapes on the Continent. Reached by a fine automobile stage line from the stations of the Maine Central and Grand Trunk Railways at Danville Junction, with through Pullman car service from Montreal, Boston, New York and other principal centres, Poland Spring is most convenient for the visitor, while the altitude, invigorating atmosphere, the beautiful Ricker Estate of over four thousand acres, with its modern hotels, and the facilities for outdoor sports and indoor comforts and pleasures, winter and summer, the recently installed and thoroughly modern and complete medicinal baths, and the world famed Poland Water, render it one of the most charming resorts for those travelling for pleasure or in search of health and rest.

Situated at the West entrance to the Poland Spring Estate is the Mansion House—its architecture of the character of an ideal old inn, consistently illustrating its earlier



THE MANSION HOUSE.

history. From the unpretentious "Wentworth Ricker Inn" of 1794, a wayside tavern and post relay station on the high-

way between Montreal and Portland, the Mansion House has gradually evolved into one of the most charming, homelike structures imaginable, possessing every modern comfort and convenience. During all this time it has been



constantly open, under the ownership and management of the Ricker family—a record probably unequalled in America—and its winter season now rivals its summer popularity.

As Poland Spring has ever anticipated the desires of the summer visitor, so it has kept pace with the increasing popularity of winter pleasures, and visitors to the Mansion House during the winter season find available every facility for their comfort and pleasure.



POLAND SPRING HOUSE.

On the edge of the pine grove at the crest of Ricker Hill stands the Poland Spring House, with an unrivalled outlook over the ninety acres of lawns forming the Poland Spring park and golf course, the Range Lakes, and the White Mountains and Ossipee Range. With every known comfort and convenience, and accommodation for over five hundred guests, the Poland Spring House enters upon its forty-third season June 1, 1918, remaining open until Oct. 15th

Leaving Danville Junction, the train passes through the maritime towns of Yarmouth, Cumberland, and Falmouth, and about three miles from Portland crosses the Presumpscot River on a bridge 300 feet in length, and for the first time a glimpse of the salt water is obtained, and a moment later, on the left is spread out the first view of the beautiful Casco Bay, with its three hundred and odd islands, Cushing's Island with its fashionable hotel and summer cottages, Peak's, Long and Diamond Islands with their numerous hotels, cottages and boarding houses, and the innumerable other islands, stretching away in the distance, surrounded by the blue waters of the Atlantic. We have reached Longfellow's "City by the Sea" Portland, Maine, the objective point of tourist travel.

PORTLAND



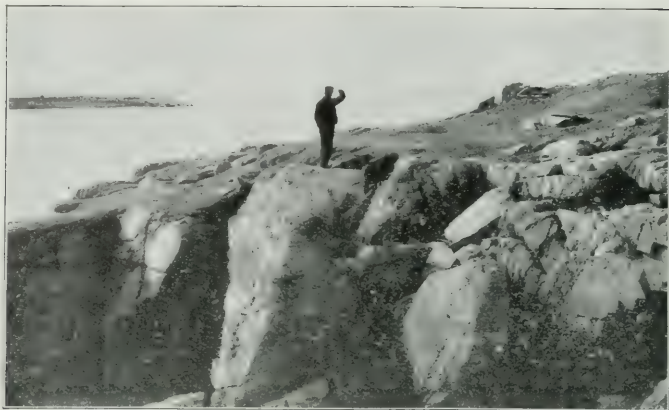
EASTERN PROMENADE, PORTLAND

Portland in form, consists of a narrow peninsula, projecting from the mainland for three miles in a north-easterly direction, with tide water on either hand; its narrowest point

is scarcely three-quarters of a mile in width. On the southerly side an arm of Casco Bay, some half mile wide, separates it from the Cape Elizabeth shore, while upon the opposite side, Back Cove, so called, lies between it and the beautiful suburban town of Deering. From the centre, the lowest point, which is itself fifty-seven feet above tide-water, the site of the



GRAND TRUNK RAILWAY DEPOT, PORTLAND, ME.



LOOKING SEAWARD—MAINE COAST.

city rises by gradual slope upon either side to an elevation at its north-eastern extremity of one hundred and sixty-one feet, where a bold bluff overlooks the sea and commands a delightful view out over the waves of Casco Bay, island-studded and flecked by a hundred sails, to a horizon where the broad circle of the sky is met by as broad an expanse of sea.

Still higher rises the opposite extreme of the city, until from an elevation of one hundred and seventy-five feet, also terminating in a forest-fringed butte, the visitor looks out over the tree tops upon a scene of animation, beauty and grandeur, which is incomparable.

Over the roofs and tree tops of suburban Deering the view expands to a horizon where the White Mountains stand in bold outline against the western sky, ninety miles



LONGFELLOW HOUSE, PORTLAND.



WESTERN PROMENADE, PORTLAND.

distant, yet each peak standing out in individual distinction, while with a good glass the snow-capped habitations upon the summit of Mt. Washington may be discerned.

The town is rich in tasteful residences and fine business blocks, and nowhere upon this continent, the bustling cities of the West not excepted, have such phenomenal strides in growth and adornment been made in the past few years as are here apparent on every hand.

Forming as it does the great commercial centre of the State, its manufactures, themselves far-reaching in many instances, are eclipsed by its trade interests.

A few particulars about Portland may be here introduced with profit to the tourist.

Portland is in many particulars the most prosperous city in this country. To begin with, her wealth per capita is

only exceeded by that of Yonkers. In her public and private charities she is only surpassed by Baltimore. She has a greater proportion of paved streets to her total mileage than any other city in this whole broad land. She expends more money, in proportion to her valuation, on her schools, her streets, her fire department, and public enterprises generally than any other town, incorporated or unincorporated, in the United States



SURF SCENE, MAINE COAST.

Supplementary to the above may be added that Portland now possesses the finest electric equipment in the United States ; city and suburban street-car lines, brilliantly lighted streets, and superb fire and police alarm systems attest this.

She has added to her shipping capacity a second grain elevator, the largest east of Detroit.

QUEBEC TO THE MARITIME PROVINCES,
VIA THE CANADIAN NATIONAL RAILWAYS AND "OCEAN
LIMITED."

The "Ocean Limited," between Montreal and Halifax, with connection for Prince Edward Island, offers special advantages to tourists from the west, as, departing from Montreal, it permits of a direct connection with the Grand Trunk fast day train from the west, making the journey with but few stops and in four hours faster time than heretofore. Added to this, the "Ocean Limited" passes through the famed Matapedia Valley in daylight. Returning from Halifax the "Ocean Limited" affords equal benefits with regard to the trip through the Matapedia Valley, and its connection with the Grand Trunk fast train at Montreal, for the west, the "International Limited."

From Montreal the journey to Halifax, St. John, N.B., or the Sydneys, or to Prince Edward Island, is also made by the Maritime Express, which is fully deserving of the title, "Canada's famous train."

The attractions of the route along the Lower St. Lawrence River, below Levis are well established. The railway provides a short line on the north shore, from Quebec to the most beautiful of the summering places of the St. Lawrence, Murray Bay. Riviere du Loup and Cacouna, on the south shore, opposite, has been for several years popular as a place of summer sojourn, on account of its fine climate and splendid bathing. Bic is one of the finest natural watering places on the Lower St. Lawrence. Rimouski is the place where ocean steamers receive and land mails and passengers on the voyage to and from England in the summer. Little Metis is a favorite seaside resort, beautifully situated at a point where the St. Lawrence widens to such an extent that the opposite shore is only a faint line in the distance. There is a beautiful sand beach here, and the bathing cannot be excelled.

The next point of particular interest, is when the train diverges from following the course of the river and enters the Metapedia Valley. Lake Metapedia lies beyond Sayabec, and is one of the noblest sheets of inland water seen along the whole route. It is 16 miles long and in places five miles wide. On its tranquil waters are islands rich in verdure. The clear waters are the home of salmon awaiting the angler's pleasure. The outlet of this lake is the famed Metapedia River, which flows in graceful curves through the beautiful valley, now swift and deep, now gently rippling over beds of shining gravel and golden sand, forming many deep pools in which lurk salmon of very large size and corresponding energy. The trout in this river also attain tremendous proportions. At Metapedia Station, the river unites with the Restigouche, at a rarely beautiful spot aptly termed "The Meeting of the Waters," appealing to all that is artistic in the soul of the traveller. The Restigouche Salmon Club which controls nearly all of the fishing in this vicinity, has a splendid club house near the station. From here the traveller may take the Atlantic and Lake Superior Railway to the Gaspé Peninsula. The journey to Gaspé is a delightful one, the scenery being something sublime, and the opportunities for sport unlimited. While making this trip the traveller should not fail to visit Perce Rock.

Campbellton, on the Restigouche River, is the first place in New Brunswick seen by the traveller. It is a great centre for sportsmen, fishermen in the summer and hunters of big game in the fall. Dalhousie, reached by a branch line from Dalhousie Junction, is one of the fairest spots on the Inter-colonial route. Bathurst is a town of very many attractions, situated on the mouth of Nepisiguit River, is a splendid fishing centre. It is also a most convenient place from which to

reach the best parts of the forest where big game is abundant. A fine country for sport lies between Bathurst and Newcastle. There are rivers everywhere full of large salmon and gamey trout. Moose, caribou, deer and bear abound in the woods, not at all distant from the line of railway. Newcastle, on the Miramichi, is a busy town, and Chatham, which can be reached by ferry from Newcastle, or by railway from Chatham Junction, is a shipping port of considerable importance.

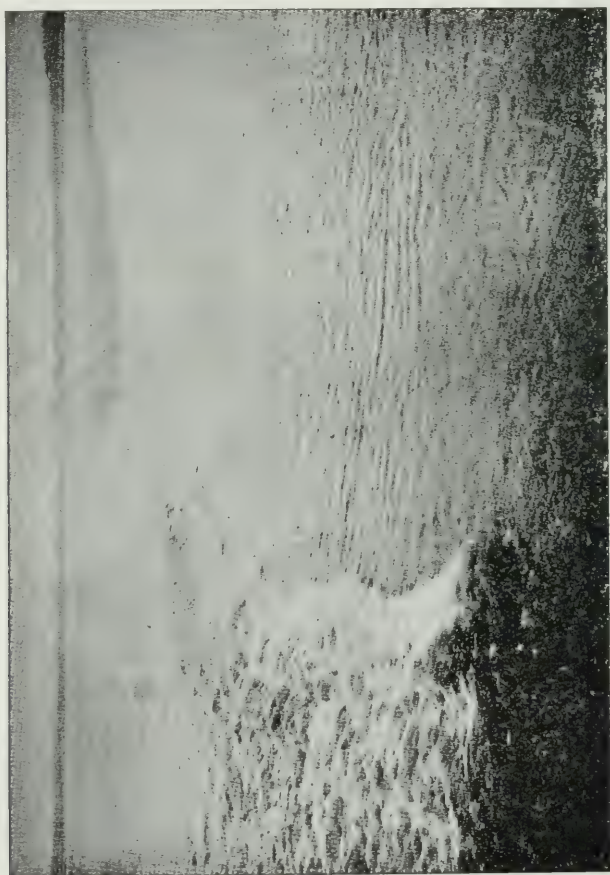
Moncton is a city of 16,000 people and is the second largest city in New Brunswick. Here the Canadian National Lines from Montreal, Halifax and St. John converge, as also do numerous branch lines. One of the attractions for visitors is "The Bore" or tidal wave of the Petitcodiac River. West from Moncton the National Lines run to St. John, the commercial capital of New Brunswick, and a seaport from which a large transatlantic trade in western products is carried on during each winter. The summer climate of St. John is delightfully cool and the city has many attractions. A steamer voyage on the river as far as Fredericton reveals some of the finest scenery of the kind in America.

THE JOURNEY CONTINUES EASTWARD TO

SACKVILLE

From here a branch line runs to Cape Tormentine and is the principal link between the railways and the mainland and Prince Edward Island. The steamer "Prince Edward Island," a car ferry specially built to contend with ice conditions, capable of carrying a heavily loaded train, performs the ferry service the year round between Cape Tormentine, N.B., and Borden, P.E.I.

Of the Island itself no brief mention can give an adequate idea. It is rich in all that pertains to agriculture, and to the summer visitor it is the ideal of a place of refreshment and rest. There is an abundance of surf



THE BORE, MONCTON, N.B.—I.C.R.

bathing, trout fishing and sea fowl shooting in various parts of the Island. Excellent board may be had at very reasonable rates at various points along the shore.

Charlottetown is the capital and Summerside is the next important town.

The Bras d'Or waters have a surface area of 450 square miles, and while the width from shore to shore is as much as eighteen miles in one place, there are times when less than a mile separates shore from shore. So, too, the depth varies in somewhat the same ratio as rise the surrounding hills. In one part of Little Bras d'Or there is a depth of nearly 700 feet, the depression equalling the height of the surrounding land. Every variety of landscape meets the eye of the delighted stranger, and it is because of this variety that the eye never wearies and the senses are never palled.

No description can do adequate justice to the beauties of this imprisoned sea which divides an island in twain. At every mile of the journey new features claim wonder and admiration; the shining waters, dotted with fairy like isles, the shores flanked by towering mountains, all combining to form a beautiful picture. One may spend a whole summer about the Bras d'Or and then not see all that is to be seen. The climate is simply unrivalled. Temperate summer reigns supreme. Fine weather is the rule and not the exception. There is unlimited fishing, boating and bathing, and there are many places to visit that are removed a little from the line of railway, which can be reached by steamer, or by driving. The hotels, where hotels exist, are excellent, and the rates surprisingly reasonable. Where there are no hotels good board can be had at private houses, and the visitor is always sure of hospitality and good treatment.

At Sydney, a city that has grown wonderfully within the past few years, the summer visitor will find the best of hotel accommodation, and be able to enjoy many attractions. The climate is delightful and invigorating, and there are fine opportunities for yachting, boating and bathing. A trolley

line runs from Sydney to Glace Bay, and near there the Marconi Wireless Telegraph Station may be inspected. Louisburg, where the ruins of the old fortifications still remain, a sad reminder of the former glory of the town when Canada was ruled by France, can be reached by the Sydney and Louisburg Railway. Cape Breton has a glorious summer climate, and the visitor there will never grow weary, for there is everything to attract and charm the senses. It is a land of rest and recreation for those oppressed with the cares of a busy and weary world.

Continuing on the line East the busy town of Amherst is passed, and Truro, one of the prettiest villages in Nova Scotia, is reached.

Halifax, with a population of 60,000, is the capital of Nova Scotia, and has one of the finest and largest harbours in the world. There are many points of historic and scenic interest. The public gardens of Halifax are said to be equal to any in America. The North-West Arm, a charming inlet of the harbour, and Point Pleasant Park are delightful places of recreation. This stately old city is the objective for an army of visitors.

The line of the Canadian National Railways from Halifax to Yarmouth, along the ocean shore, is a country offering many opportunities to summer visitors. There are broad smooth beaches where the Atlantic surf invites the bather. Everywhere there is the best of deep sea fishing, while in the lakes and rivers trout and salmon abound.

St. Margaret's Bay, Lunenburg, Bridgewater, Caledonia, Medway, Liverpool, Lockport and Shelburne are favorite places of sojourn, while Yarmouth, with its fine houses, well-kept lawns and gardens, enclosed by hawthorne hedges, and excellent hotel accommodation, is in especial favor with American tourists.

AMERICA'S LEADING RESORT



POLAND SPRING HOUSE (OPEN JUNE TO
OCTOBER)



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